RUSS OLSON VOLUME 25

ST. PAUL SOUTHERN ELECTRIC RAILWAY

Description

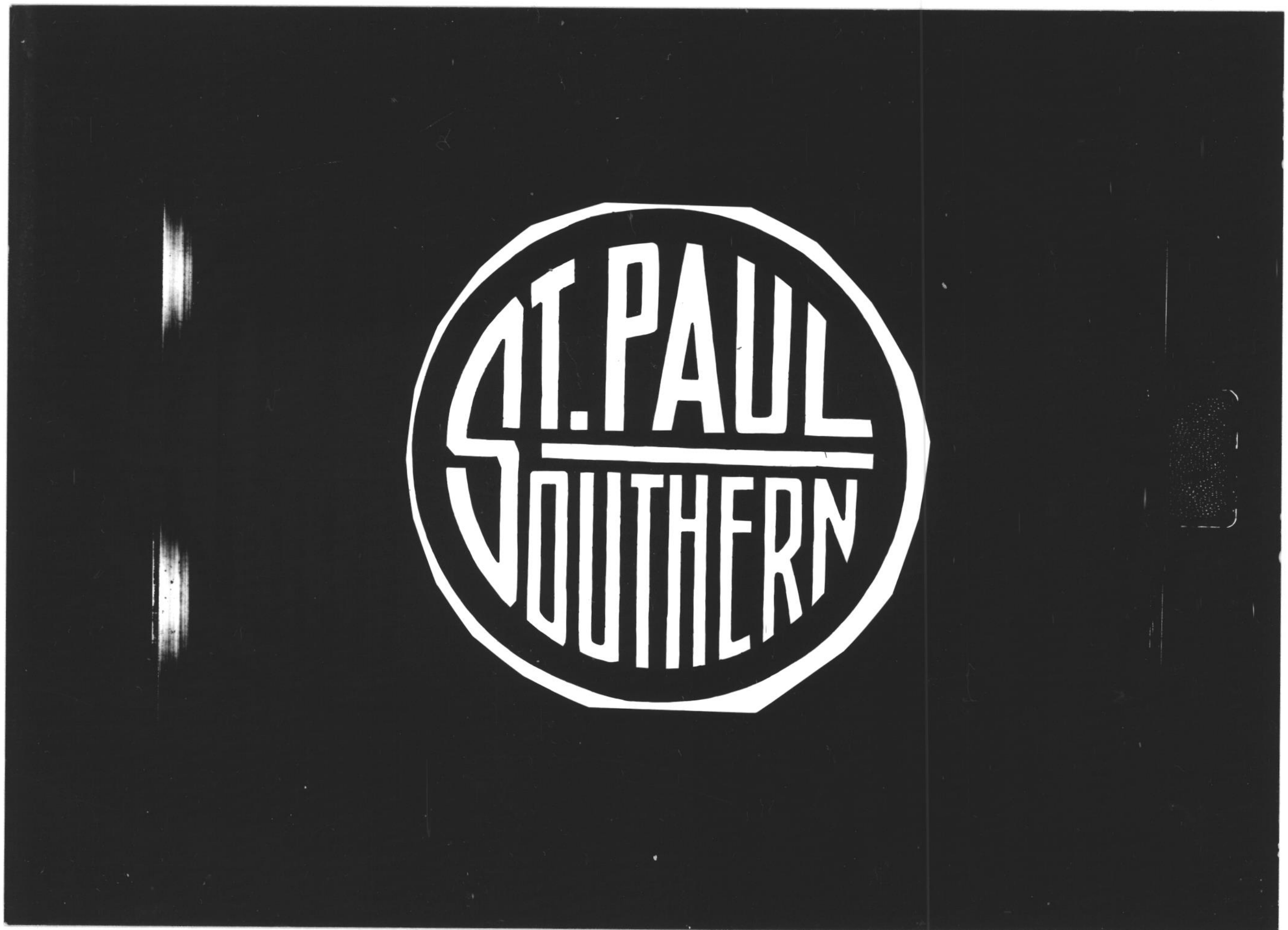
Information regarding the above-named rail company.

St. Paul to Hastings, MN, 1914 -1928

ST.PAUL SOUTHERN ELECTRIC RAILWAY

ST.PAUL to HASTINGS

1914 - 1928


ST. PAUL
SOUTHERN

GENERAL HISTORY

Of the three interurban electric railways, none had greater expectations and a more dismal financial record than the St.Paul Southern. It exemplified the bold speculation and overly optimistic planning which characterized the early years of the interurban era.

The Interurban Construction Co. began securing right-of-way between Inver Grove and Hastings during 1911 to 1913. Hastings was the seat of Dakota County and at that time had a population of 3,983 persons.

In April, 1913, the St.Paul Southern Electric Railway Co. was incorporated in Delaware. The The new company announced its intentions of constructing a high-speed electric railroad from St.Paul to Rochester, 125 miles. Promotional literature was illustrated with photographs of equipment of the Washington, Baltimore & Annapolis Railroad and stated that this type of equipment would be used to provide local and limited passenger service as well as express-mail-baggage service, less-than-carload freight and carload freight service. The projected route was through Hastings, Cannon Falls, Zumbrota and Pine Island. A branchline was to run through Red Wing to Lake City.

Additional right-of-way needed for the first segment of the line between Inver Grove and Hastings was secured during 1913 in the name of the St.Paul Southern Electric Ry. Grading on this first segment was started in 1913 by the Interurban Construction Co. The territory through which the line ran consisted of rolling farm and wood land on top of the limestone bluffs of the Mississippi River.

Track and overhead were completed during late 1914. A track connection was made with the St.Paul City Railway's "South St.Paul-Inver Grove" line which ended at Concord and Linden Streets; Linden St. was the boundary between South St.Paul and Inver Grove. Trackage rights over this line into downtown St.Paul were secured. The first passenger service began November 27, 1914, and was of an irregular nature due to the lack of sufficient electrical power pending completion of a high-tension transmission line to the company's substation at Pine Bend. The first regular schedule operated when full power became available consisted of 12½ daily round trips.

The first annual report, as of December 31, 1915, stated that grading was in process on the second segment of the main line between Hastings and Zumbrota. Most of this activity took place on the 23-mile stretch between Hastings and White Rock. Former employees mentioned that grading went through Miesville as far as Cannon Falls. All of this work was performed by earth scrapers and graders pulled by horses. An October, 1915, issue of the Electric Railway Journal reported that grading was proceeding on the 34 miles from Hastings to Zumbrota. The company was considering an offer to lease 25 miles of the Chicago Great Western Ry. or Chicago & North Western Ry. track from Zumbrota to Rochester. If the lease could not be consummated the company expected to finish grading by May 1, 1916, and to operate by December 1, 1916.

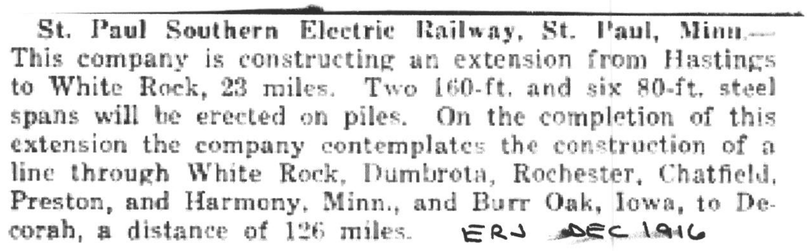
By January, 1917, over 900 persons were stockholders of the company. Offices of the company were located in Hastings. Officers and directors of the company during the years it filed annual reports with the Minnesota Railroad & Warehouse Commission are summarized on a separate page. The August, 1918, McGraw Electric Railway List differed slightly: President, Irving Todd Jr.; Vice President, Otto Ackerman; Secretary, Treasurer, Superintendent and Purchasing Agent, R. M. LaBelle; General Manager, A. R. Walbridge; Electrical Engineer and Master Mechanic, Louis Hoffman (St.Paul); Chief Engineer Power Station, P. E. Sievert (Pine Bend); and Engineer Maintenance of Way, Carl Erickson.

Minnesota was not on the receiving end of defense spending during World War I and no increases in passenger traffic were experienced. The company sustained continuous annual financial losses as shown by the financial statements presented in the Financial section of this history. The company had issued $289,000 in first mortgage bonds and $73,500 in second mortgage bonds. $232,000 of the first mortgage bonds had been issued to the Interurban Construction Co. in partial payment for right-of-way and equipment. The latter encountered financial difficulties and issued its mortgage to certain persons designated as note-holders. This mortgage was foreclosed and the note-holders became holders of the majority of St.Paul Southern Electric Ry. first mortgage bonds. No interest had been paid on the mortgage bonds since April 1, 1917. The Northwestern Trust Co. as trustee commenced an action to foreclose such bonds later in 1917. A. R. Walbridge was appointed Receiver February 28, 1918.

The Receiver borrowed additional funds on the expectation of putting the company on a profitable basis in the years of prosperity after World War I. However paved roads were soon constructed between St.Paul and Hastings on both sides of the Mississippi River and automobiles began taking away more and more of the passenger traffic. Competition had always been furnished by the area steam railroads. Competing motor bus lines were allowed to begin operations and granted equal schedule rights by the MRR&WC. The company struggled to meet this competition.The 1924 McGraw Electric Railway Directory listed the officers as: Receiver, General Manager and Purchasing Agent, E. E. Tuttle; Auditor and Assistant General Manager, C. P. Kuckler; Engineer Power Station, Ray Lawrence; Master Mechanic, Louis Hoffman (St.Paul); and Engineer Maintenance of Way, J. F. Steffenhagen.

A St.Paul newspaper of February 5, 1924, reported that the company was on the verge of financial ruin. Lack of funds drastically reduced the amount of maintenance that could be performed and the physical condition of the cars and tracks steadily deteriorated. It is not known whether one-man operation of the cars was ever undertaken. Not long after the timetable effective May 15, 1928, was issued it was announced that the company was hopelessly insolvent. The Receiver had no funds even for daily operations. Application to abandon the line had been made to the Minnesota Railroad & Warehouse Commission. Their order dated July 31, 1928, set a hearing for August 13, 1928. However the last passenger car pulled into Hastings on Tuesday, July 31, 1928 at 9:15 p.m. and the Receiver ceased operating the railway. The MRR&WC issued an order dated August 15, 1928 to abandon and close for traffic on or after August 20, 1928. The bankruptcy court ordered a public sale held August 23, 1928.

Property of the St.Paul Southern Electric Ry. was sold at the public auction held August 23rd at which Paper, Calmenson & Co. of St.Paul submitted the highest bid, $34,200. The B.W. and Leo Harris Company began removal of the rail and overhead, starting in Hastings on October 24, 1928. The Village of Inver Grove purchased the track alongside Concord St. from Linden St. to the carhouse wye at Francis St. and Faulkner Ave., and leased it to the Minneapolis & St.Paul Suburban Railroad which began through operation from St.Paul on October 31, 1928. The financial depression reduced passenger traffic on this section to the point that the M&St.P Suburban RR decided to discontinue operation over the former St.Paul Southern trackage. The last car left the wye at Francis St. and Faulkner Ave. at 11:32 p.m. Friday, October 13, 1933.


St. Paul Southern Electric Railway, St. Paul, Minn.—This company is constructing an extension from Hastings to White Rock, 23 miles. Two 160-ft. and six 80-ft. steel spans will be erected on piles. On the completion of this extension the company contemplates the construction of a line through White Rock, Dumbrota, Rochester, Chatfield, Preston, and Harmony, Minn., and Burr Oak, Iowa, to Decorah, a distance of 126 miles. ERJ DEC 1916

ST.PAUL SOUTHERN ELECTRIC RY.

(Did not report to MRR&WC 1914 and 1928)

DIRECTORS

Otto Ackerman	Hastings	1917-1927
T. A. Brown	Hastings	1917-1927
T. H. Bunn	Pine Island	1916-1927
Frank W. Finch	Hastings	1917-1927
Philip W. Herzog	St.Paul	1915
A. Hirschman	St.Paul	1915-1927
Loomis F. Irish	Pine Island	1915-1916
William LaPlante	Rochester	1915-1916
William J. Maloney	Wilmington, Delaware	1915
W. L. Mayo	St.Paul	1916
G. O. Miller	White Rock	1915-1916
A. T. Rosen	St.Paul	1915-1916
Foster B. Seager	Cannon Falls	1916-1927
Irving Todd, Jr.	Hastings	1915-1927
E. E. Tuttle	Hastings	1916-1927
A. R. Walbridge	Hastings	1916-1918
Eli S. Warner	St.Paul	1915

Officers

President	A. Hirschman	1915-1916
	Irving Todd, Jr.	1916-1923
General Manager	Z. H. Hutchinson	1915
	(1123 Merchants Natl Bank,St.Paul)	
	W. L. Sonntag	1916
	E. E. Tuttle	1916-1917
	A. R. Walbridge	1918
Receiver & Gen. Mgr.	A. R. Walbridge	1918
	E. E. Tuttle	1921-1926
	C. P. Kuckler	1926-1928
Assistant Gen. Mgr.	C. P. Kuckler	1921-1925
Vice President	Irving Todd, Jr.	1915-1916
	G. O. Miller	1916
	Otto Ackerman	1917-1923
Secretary & Treasurer	Z. H. Hutchinson	1915
	John Heinen (Hastings)	1916
	C. A. Linkey (same addr. as ZHH)	1917
Assistant Secretary	C. A. Linkey	1916
General Counsel	Kay Todd (St.Paul)	1916
	(also a holder of 1st Mtg. Bonds)	
General Superintendent	K. A. Shaller	1915
	J. J. McDonald	1916
	R. M. LaBelle	1917- ?
Chief Engineer	H. A. Genung	1916

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Display Ad 13 – No Title
Minneapolis Morning Tribune (1909-1922); Jul 21, 1913;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 7

7-21-1913

OLD AGE INSURANCE

IS ASSURED BY

AN INVESTMENT IN ST. PAUL SOUTHERN ELECTRIC RAILWAY STOCK.

Purchase of this stock while the line is being built, and when you can spare the money, will create a sinking fund that will enable you to enjoy the income all your life and pass it on to your children.

It should provide a fund for their education.

It should give you an investment worth many times the original cost.

It should create a valuable holding that can almost instantly be realized upon in case you need a large amount of money suddenly at some time with which to meet an emergency.

BY REINVESTING IN COMMON STOCK FORTUNES ARE MADE.

These are facts that have been proved by the experiences of investors in interurban electric line stocks in Eastern states.

Take Indiana, for example. Investors in that state in many instances have retired their preferred stock at 105 to 108 or 110, receiving for it, of course, more than they paid originally for both their common and preferred. In addition they had received constantly their 6 per cent interest on preferred stock. With the money obtained from the sale of their preferred they were able to reinvest in common, and in that way some of them have increased original investments of $1,000 and $1,500 to $10,000 to $12,000 in a business that is absolutely safe and that is constantly earning them money and increasing in value.

In railroad stocks, history proves the common stock is what produces the melon which we read of as having been cut every now and then for railroad stockholders. The preferred stock can only earn a certain per cent, 5, 6 or 7, but on the common stock the big dividends are declared—10 per cent, 20 per cent—sometimes as high as 40 per cent—and it is by investment and reinvestment in these common stocks that the comfortable fortunes are made on which old age may retire with the happy knowledge that the declining years are amply provided for.

ST. PAUL SOUTHERN ELECTRIC RAILWAY

now is nearly completed between St. Paul and Hastings, Minn., and will soon tap the rich farming towns in Southern Minnesota of Cannon Falls, Zumbrota, Pine Island, Rochester, Red Wing, Lake City and intermediate points.

SOUTHERN MINNESOTA COMPARED WITH INDIANA.

Few people realize how rich and prosperous the southern counties of the state of Minnesota are. The United States census for 1910 shows that the ten counties in the southern part of this state produce in excess of three hundred per cent more farm produce than the best counties in the state of Indiana. This same census shows that the average population of these same counties per section of land is eighty and that the population per section of Indiana is practically the same. In Indiana there are ninety-two counties, and sixty of them have electric railways. The price of land in these counties has increased over ninety-five per cent since electric railways were introduced ten years ago.

Many of the people of Indiana have built up comfortable fortunes by investing in electric railways, because they know that the stock of these enterprises pay good dividends.

Cheap water power, economical cost of construction, and the facts that this line will furnish a quick, clean means for the transportation of passengers, freight and express to and from St. Paul for towns that do not now enjoy, in most instances, adequate railroad facilities, means prosperity right from the start for this line. These conditions assure early dividends and large ones on this stock, with consequent rapid increase in the face value of the stock.

Good, safe stocks and bonds, especially railroad and electric railway stocks and bonds, are considered the best investments of this age by all experienced authorities.

They have been the starting point of more big fortunes than any other form of investment. They are uniformly safe and they always pay big returns.

TAPS RICH FARMING SECTION

Some idea of the country that will be opened up by this line may be gained from the following figures:

Total population served by St. Paul Southern Electric Railway	346,247
Assessed valuation of this territory outside of St. Paul	$41,650,086
Actual values of farms in this territory	$68,128,000
Bank deposits in banks outside of St. Paul	$15,610,018

The annual farm products of this territory are as follows:

Butter	5,191,551 lbs.	Grain	12,290,000 bus.
Cheese	4,000,376 lbs.	Cattle	103,700 head
Milk	36,500,000 gals.	Sheep	42,455 head
Hogs	30,908 head		

The other farm products, such as poultry, eggs, garden truck, hay, potatoes, etc., is enormous, being shipped in immense quantities.

Where can you find a more stable, more profitable, more permanent or safer investment than in a great electric railway serving a continually growing population, reaching splendid cities and running through a well developed, populous country?

Thousands of homes have been made happy by investments in interurban electric railway stocks in Illinois, Indiana, Ohio, Wisconsin, Iowa, Michigan, New York and other Eastern States.

A few hundred dollars put into electric interurban railway stocks today may in a very few years grow into a fortune large enough so you can retire and give yourself and your family the ease and luxury of a gentleman's life in your declining years.

WE OFFER

$100 par value, 6 per cent cumulative, nonassessable preferred stock and $100 par value of the common or voting stock for $100—$200 value for $100. This may be paid as follows:

10 per cent in cash with subscription and 10 per cent each thirty days thereafter.

20 per cent in cash with subscription and 20 per cent each thirty days thereafter. 100 per cent in cash with the subscription. Each payment is credited with 6 per cent per annum from date of payment.

$10 a month for 10 months secures $200 in stock.
$20 a month for 10 months secures $400 in stock.
$30 a month for 10 months secures $600 in stock.
$50 a month for 10 months secures $1,000 in stock.
$100 a month for 10 months secures $2,000 in stock.

An investment in a permanent enterprise of this nature works for you night and day, year after year, with increased earnings.

It is the ideal investment for the careful, conservative man who demands the highest degree of safety consistent with ample returns.

Don't delay. Write now for illustrated pamphlets and information while you have the time. A postal card will do.

N. W. Telephone Cedar 4430.

Address: EDWARD FELDHAUSER,
Fiscal Agent, 1615 Pioneer Bldg., St. Paul, Minn.

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Minneapolis Morning Tribune (1909-1922); Nov 15, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-19
pg. B1

<EDITED>

St. Paul Greets Hastings Over New Railroad

On Tuesday of this week St. Paul will participate in the formal opening of its first traction line, the St. Paul Southern, extending from Inver Grove to Hastings, about twenty-five miles.

This will really be St. Paul's second traction or suburban line, for several years ago the Twin City Rapid Transit Company's tracks were extended to White Bear and on to Stillwater. That extension, however, was never rated as more than a street railway, just as the line to Minnetonka was so regarded in Minneapolis. In the case of St. Paul the Stillwater line was more important because it made Stillwater a suburb.

The St. Paul Southern is purely a traction road, intended as the first unit in a system that will grow and grow until St. Paul becomes a traction line center like Los Angeles or Indianapolis. It is such a line as the Minneapolis and Northern, extending from Camden Place to Anoka; as the Dan Patch Line was when it was opened to Savage; or the Luce Line as it will be when it reaches Watertown. The three Minneapolis traction car lines are operated by some form of gasoline motors; the St. Paul Southern will be out and out electric.

Stop at Inver Grove.

Entrance into St. Paul for the present will be no more direct than that of the Dan Patch Line at Fifty-fourth Street. The cars will stop at Inver Grove, just below South St. Paul, and there will connect with the South St. Paul line for the journey into the city.

Car on Exhibition.

The company even now needs money to pay for equipment. For more than a week a trolley car has stood on a dead track in Robert street, where it has been visited by thousands, who entered at one end, passed slowly through and alighted at the other end. The car looked small beside the cars of the street railway that passed by, but they were St. Paul Southern cars, and that was enough.

It was hoped to raise $15,000 by selling 3000 first trip tickets good for the ride and barbecue at $5 each. If 3000 such tickets have not been sold many hundreds of them have and the managers of the road say all could have been disposed of if they could have put men enough out to sell them. The one big fact is that this new line will be opened next Tuesday and its cars will be operated regularly thereafter. St. Paul will have made its initial step as a trolley car center, the step that Minneapolis took years ago without knowing it or greatly caring. That is one difference between St. Paul and Minneapolis.

Minneapolis Tribune 1867-1922

St.Paul Southern Electric Railway

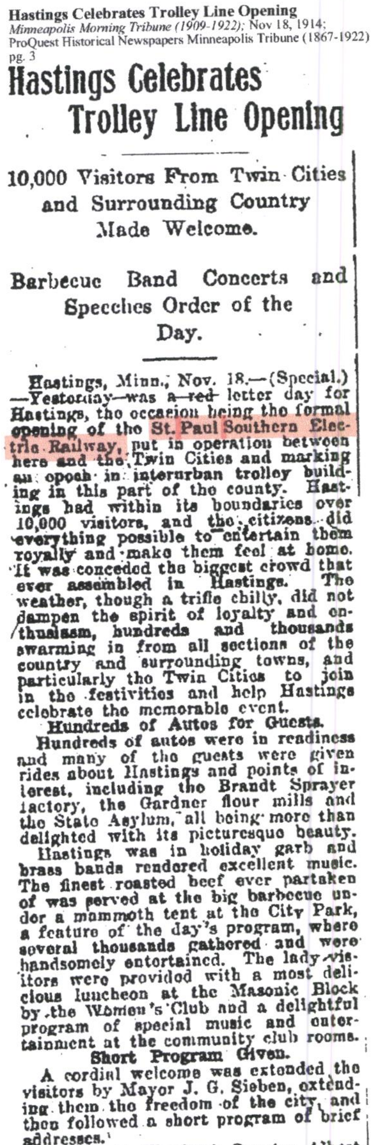
10-24-1914: Golden spike ceremony, 3 p.m., 2nd & Taylor wye, Hastings, completion of construction. Expected to begin operation November 10th when a big celebration will take place.

11-17-1914: Formal opening celebration; see copy of article.

3-19-1916: Karl A. Schaller, Hastings, superintendent of StPSE Ry since it commenced operation, resigned yesterday. J. J. McDonald, St.Paul, will succeed him.

11-1-1917: Conrad P. Kuckler, real estate and insurance man of West St. Paul, yesterday was appointed auditor for the StPSE Ry.

1-21-1919: A. E. Tuttle, on January 20th, was appointed receiver of the StPSE Ry at the request of the Northwestern Trust Company of St.Paul, trustees, in place of A. R. Walbridge who died a few days ago.



Hastings Celebrates Trolley Line Opening
Minneapolis Morning Tribune (1909-1922); Nov 18, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1922)
pg. 3

Hastings Celebrates Trolley Line Opening

10,000 Visitors From Twin Cities and Surrounding Country Made Welcome.

Barbecue Band Concerts and Speeches Order of the Day.

Hastings, Minn., Nov. 18.—(Special.)—Yesterday was a red letter day for Hastings, the occasion being the formal opening of the St. Paul Southern Electric Railway, put in operation between here and the Twin Cities and marking an epoch in interurban trolley building in this part of the county. Hastings had within its boundaries over 10,000 visitors, and the citizens did everything possible to entertain them royally and make them feel at home. It was conceded the biggest crowd that ever assembled in Hastings. The weather, though a trifle chilly, did not dampen the spirit of loyalty and enthusiasm, hundreds and thousands swarming in from all sections of the country and surrounding towns, and particularly the Twin Cities to join in the festivities and help Hastings celebrate the memorable event.

Hundreds of Autos for Guests.

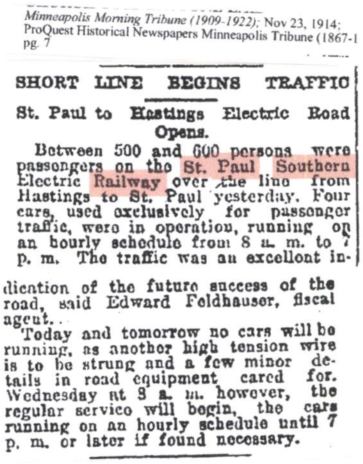
Hundreds of autos were in readiness and many of the guests were given rides about Hastings and points of interest, including the Brandt Sprayer factory, the Gardner flour mills and the State Asylum, all being more than delighted with its picturesque beauty.

Hastings was in holiday garb and brass bands rendered excellent music. The finest roasted beef ever partaken of was served at the big barbecue under a mammoth tent at the City Park, a feature of the day's program, where several thousands gathored and were handsomely entertained. The lady visitors were provided with a most delicious luncheon at the Masonic Block by the Women's Club and a delightful program of special music and entertainment at the community club rooms.

Short Program Given.

A cordial welcome was extended the visitors by Mayor J. G. Sieben, extending them the freedom of the city, and then followed a short program of brief addresses.

Gov. A. O. Eberhart, Senator Albert Schaller, Judge Albert Johnson of Red Wing, Mayor Winn Powers and L. C. Hodgeson of St. Paul were the speakers of the occasion.



Minneapolis Morning Tribune (1909-1922); Nov 23, 1914;
ProQuest Historical Newspapers Minneapolis Tribune (1867-1
pg. 7

SHORT LINE BEGINS TRAFFIC

St. Paul to Hastings Electric Road Opens.

Between 500 and 600 persons were passengers on the St. Paul Southern Electric Railway over the line from Hastings to St. Paul yesterday. Four cars, used exclusively for passenger traffic, were in operation, running on an hourly schedule from 8 a. m. to 7 p. m. The traffic was an excellent indication of the future success of the road, said Edward Feldhauser, fiscal agent.

Today and tomorrow no cars will be running, as another high tension wire is to be strung and a few minor details in road equipment cared for. Wednesday at 8 a. m. however, the regular service will begin, the cars running on an hourly schedule until 7 p. m. or later if found necessary.

Electric Traction Volume 12
May 1916
H. A. Genung has been
appointed Chief Engineer -
in charge of construction on the
proposed line south of
Hastings.

ELECTRIC TRACTION

VOL. XII CHICAGO, ILL., MAY, 1916 No. 5

The St. Paul Southern Electric Railway

Description of Road in Operation Between St. Paul and Hastings, Minn., 25 Miles, with Extension Now Building

EDITORIAL CORRESPONDENCE

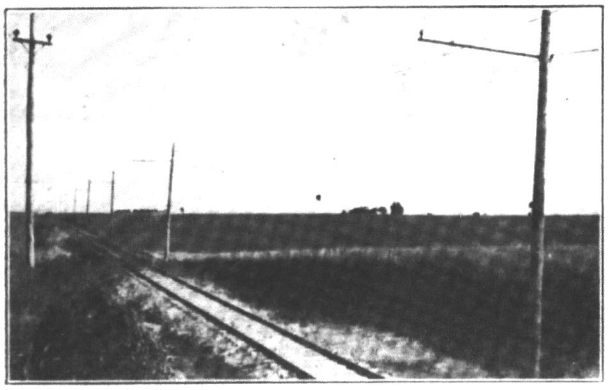
The St. Paul Southern Electric Railway is now in successful operation between St. Paul and Hastings, Minn., a distance of 25 miles. The cars enter the city of St. Paul over the Twin City Lines and operate under a favorable and advantageous contract. This road is a high-speed interurban system, popularly called the "Southern Interurban," and is operating at present 25 miles of line, 18 miles of which is on a private right-of-way owned by the company, the rest being in the cities of St. Paul and Hastings.

It is the purpose to extend the line from Hastings to Rochester by building from Hastings to Zumbrota, and thence to Rochester over a branch of the Chicago Great Western Railway, either by lease or trackage rights. The route as projected follows a southeast course on leaving Hastings, and passes through the towns of Meisville, White Rock, Zumbrota, Pine Island, Oronoco, Douglas and Rochester, a distance of 80 miles, and practically an air line between the terminal points.

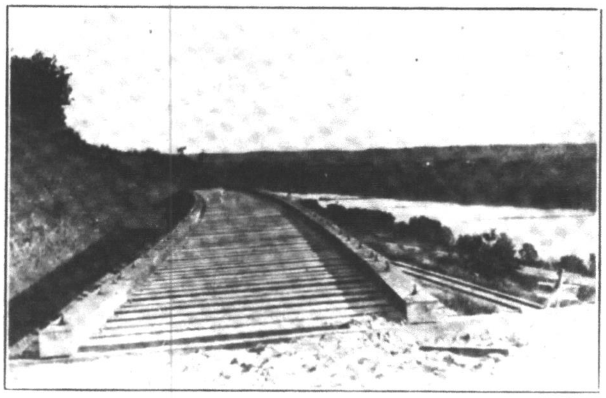
The entire line passes through one of the finest sections of the state of Minnesota, including Goodhue county, said to be the richest county, agriculturally, in the United States. The location selected, as will be seen by the accompanying map, lies about midway between the Chicago Great Western and the Chicago, Milwaukee, & St. Paul Railways, as far as Zumbrota, thus affording the new road territory all its own, and reaching a country at present without transportation facilities other than through a long wagon haul.

The extension in tapping this rich section offers a ready market and transportation for its large tonnage. This territory is devoted to farming, stock raising, dairying, fruit growing and many other industries.

The steam railroads for years past have made surveys with a view of building branch lines through this same section, but they found the grades adverse for steam operation, and it remains for the electric railway to solve the problem. That part of the extension between Hastings and Zumbrota will be the only means of railway transportation for that section; hence, unlike a large number of electric lines, will not depend on passenger and express revenue alone for its maintenance, but will be immediately called upon to handle the freight business of that territory, which will exceed by far the revenue derived from passenger traffic. An interchange with the Chicago Great Western at Inver Grove has been installed, which together with the St. Paul Terminal Railway, gives easy access to all points of shipment in the Twin Cities.



View on Tangent on St. Paul Southern Electric Railway



View Overlooking Mississippi River on St. Paul Southern Electric Railway

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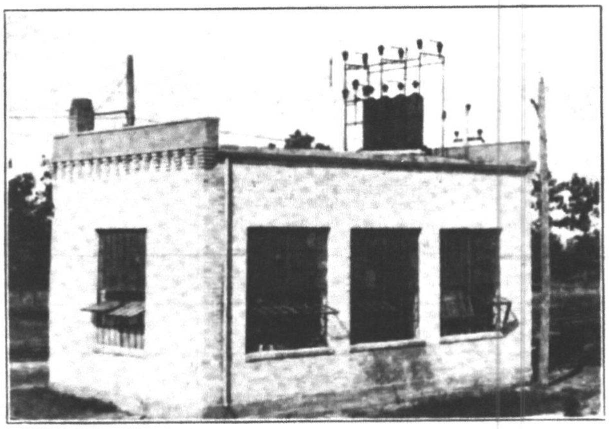
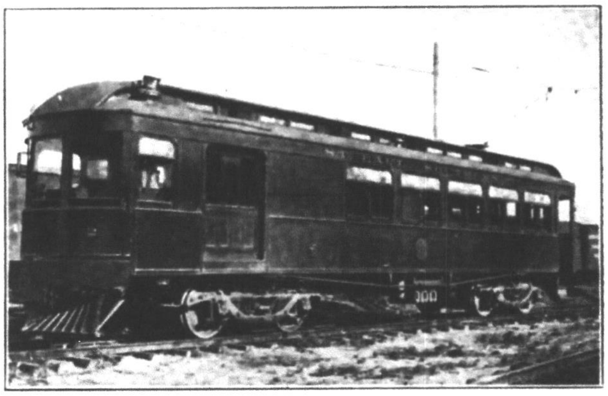


Typical Substation on St. Paul Southern Electric Railway



Exterior of Combination Passenger and Baggage Car on St. Paul Southern Electric Railway

Traffic arrangements will be established shortly whereby the handling of freight and express is to become an important feature in the operation of this line, and already sufficient tonnage has been offered to make necessary the purchase of special equipment to properly handle it.

The St. Paul Southern Electric Railway is a standard gage road, constructed, except in cities and towns, on private right-of-way, which varies in width from 50 to 100 ft. The line is constructed with a maximum grade of 2%, compensated, and has a maximum curvature of 10 deg.

The line running in a south easterly direction from St. Paul crosses the natural drainage of the country which necessitates some fairly heavy work in the matter of grading, 20% of the excavation being of solid rock. The Vermillion and Big Cannon rivers are crossed on steel span bridges designed for Cooper E-40 loading. Trestles and corrugated iron pipe are used at the smaller openings. Trestle work runs about 85 lin. ft. per mile.

The overhead construction is of the catenary type, 4/0 trolley wire being used. The line from Inver Grove to Hastings is laid with 70-lb. A. S. C. E. rails with Weber joints, 65-lb. rail being used on sidings. The same section of rail is to be used on the extension south of Hastings. The track is ballasted with gravel.

A car house and repair shop have been built at Inver Grove. Additional car houses and general repair shops will be erected at a point to be determined later.

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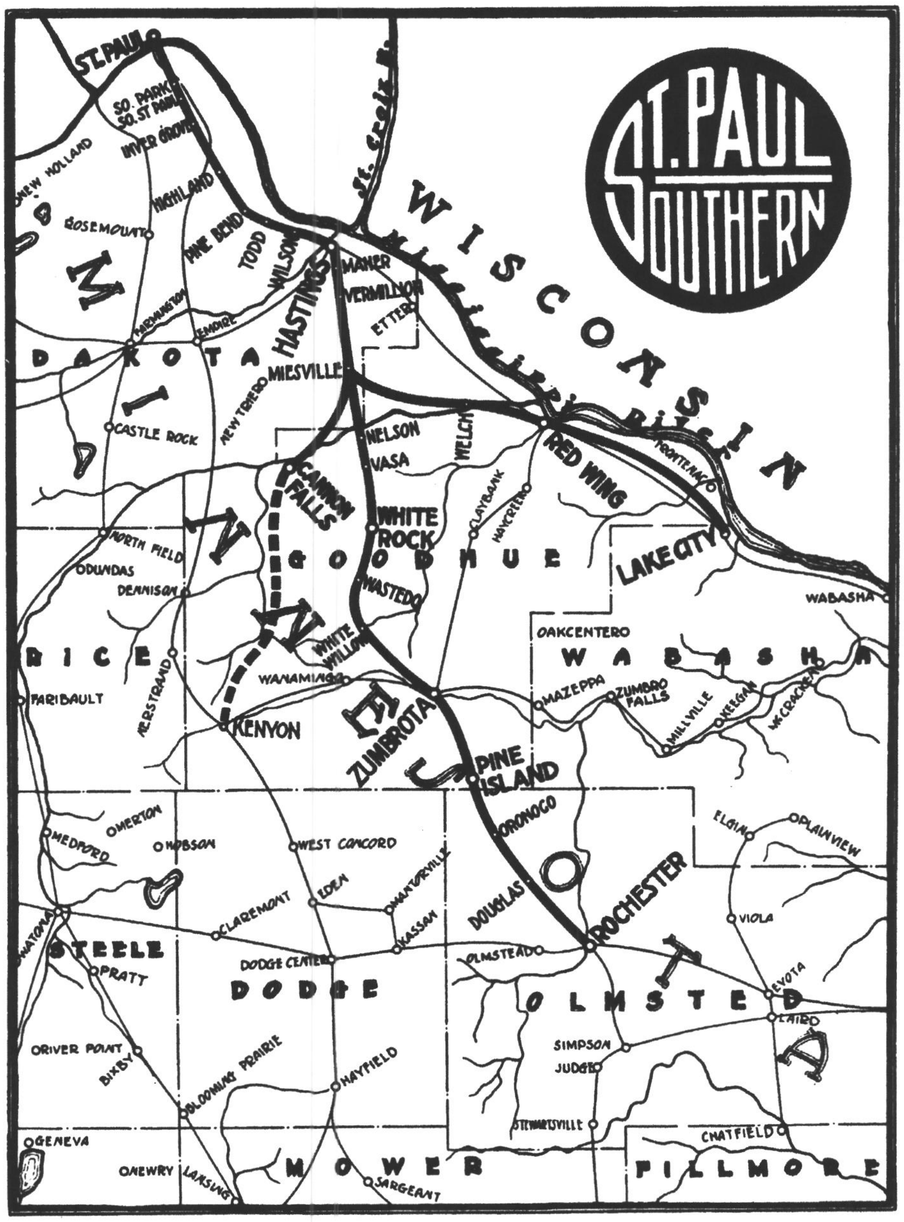
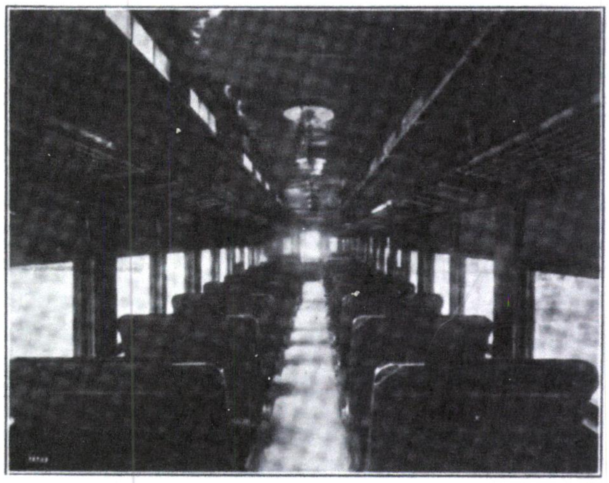

ST. PAUL
SOUTHERN
ST. PAUL
SO. PARK
SO. ST PAUL
INVER GROVE
NEW HOLLAND
HIGHLAND
ROSEMOUNT
PINE BEND
TODD
WILSON
HASTINGS
MAHER
VERMILLION
ETTER
St. Croix R.
WISCONSIN
Mississippi River
MINNESOTA
DAKOTA
FARMINGTON
EMPIRE
MIESVILLE
NEW TRIER
CASTLE ROCK
NELSON
VASA
WELCH
CANNON FALLS
RED WING
FRONTENAC
CLAYBANK
HAYCREEK
WHITE ROCK
GOODHUE
LAKE CITY
WABASHA
NORTH FIELD
DUNDAS
DENNISON
WASTEDO
OAKCENTER
WABASHA
RICE
WHITE WILLOW
WANAMINGO
FARIBAULT
AERSTRAND
KENYON
ZUMBROTA
MAZEPPA
ZUMBRO FALLS
MILLVILLE
KEEGAN
McCRACKEN
PINE ISLAND
ORONOCO
ELGIN
PLAINVIEW
OMERTON
MEDFORD
HOBSON
WEST CONCORD
MANTORVILLE
EDEN
CLAREMONT
KASSAN
DOUGLAS
ROCHESTER
VIOLA
OWATONNA
STEELE
PRATT
DODGE CENTER
DODGE
OLMSTEAD
OLMSTED
EVOTA
LAIRD
RIVER POINT
BIXBY
BLOOMING PRAIRIE
HAYFIELD
SIMPSON
JUDGE
STEWARTSVILLE
CHATFIELD
GENEVA
NEWRY
LANSING
MOWER
SARGEANT
FILLMORE

Map of St. Paul Southern Electric Railway the road now in operation is equipped with single and two-compartment passenger and baggage cars, 51 ft. over all, each equipped with four Westinghouse No. 306-CA2 motors with K control. These cars which are tasty and neat in design and furnishings, seat 52 persons and are mounted on Baldwin class 75-25-A trucks, and have a maximum speed of 55 mph.

Power for operating this road is secured from The River Falls Power Company at a substation at Pine Bend at 33,000 volts and converted to 600-volt direct current through the usual switching, transforming and converting apparatus. There is at present one permanent substation, located midway between Inver Grove and Hastings which contains one Westinghouse 600-kw., motor-generator and complete transforming, high and low tension switching and controlling equipment.

Construction work on the extension of the line is now well under way. There has been considerable grading done between Hastings and Zumbrota and it is the intention to have this section ready for the rails early this coming summer.

In response to frequent inquiries last summer the company has under way plans to develop the beautiful canyon, 39 miles south of St. Paul, and to provide at this place a camping and fishing resort. This railway will open up some of the finest country for summer resorts in the Northwest. The banks of the Mississippi river all the way from Inver Grove to Red Wing offer spots that are unexcelled for beauty, and there is no doubt that many beautiful summer homes will be built along the river, and places easily accessible to the cars of this line. Lake Pepin is one of the beauty spots of this section of the country. There are also a great many smaller lakes along this line.

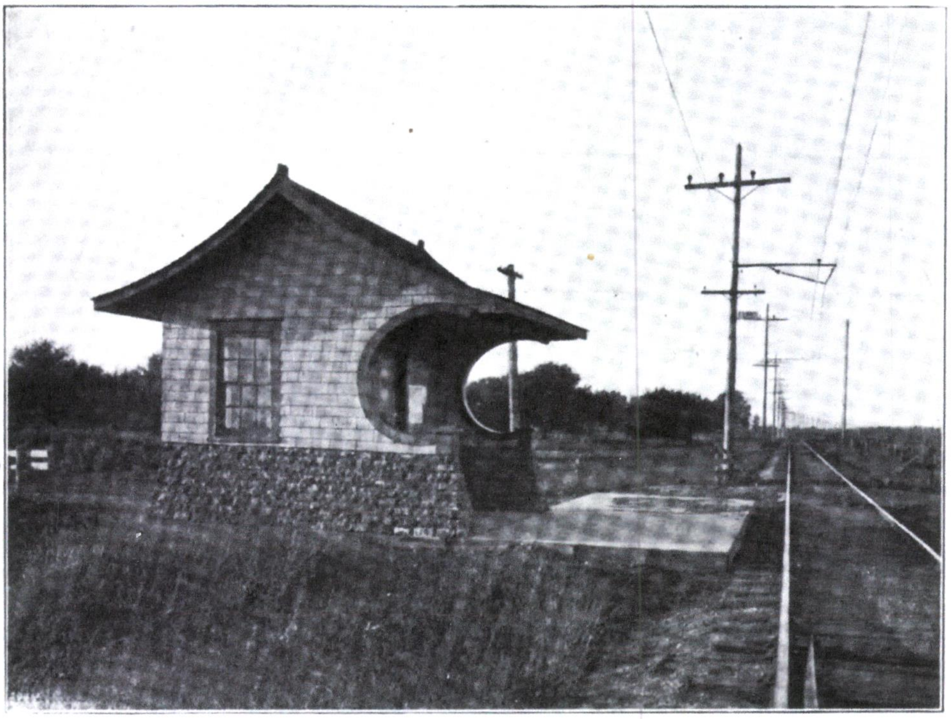


Interior Main Passenger Compartment, St. Paul Southern Car

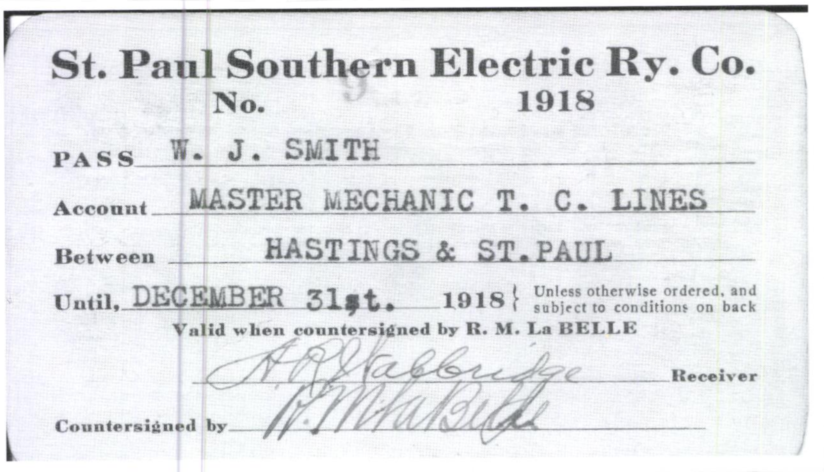
Travel between St. Paul and Hastings is much heavier than was ever handled by the steam lines, and is rapidly increasing. During the first year of operation the company made its operating expenses, fixed charges, and a satisfactory surplus. This is a remarkably good showing in view of the fact that the revenue was derived exclusively from passenger traffic and in view of the heavy expenses that are naturally incurred the first year.

This road has been promoted and financed by the people of St. Paul and the cities and towns along the line.

The officers of the St. Paul Southern Electric Railway are: President, A. Hirschman; vice-president, Irving Todd, Jr.; general manager and purchasing agent, W. L. Sonntag; chief engineer, H. A. Genung.



Type of Waiting Station on St. Paul Southern Electric Railway



St. Paul Southern Electric Ry. Co.

No. 9 1918

PASS W. J. SMITH

Account MASTER MECHANIC T. C. LINES

Between HASTINGS & ST. PAUL

Until, DECEMBER 31st. 1918 { Unless otherwise ordered, and subject to conditions on back

Valid when countersigned by R. M. La BELLE

A. R. Walbridge Receiver

Countersigned by R. M. La Belle

St. Louis Car Company

Index of Drawings

Tube 14

Drwg # 10154-0

Title: Interior finish 9297-10324

Interior finish for St Paul & Southern Elect. Ry. 5-18-12

Tube 72

Drwg # 10152-0

Side and bottom framing

St Paul & Southern Elect. Ry. 5-17-12

Frame "depot" at Wilson was moved to Nininger for use as a garage. Still there in 2005.

ERJ
3-16-1918

Receiver Appointed for St. Paul Southern.—The St. Paul (Minn.) Southern Railway has been placed in the hands of a receiver by Judge W. L. Converse of the District Court at Hastings. Application was made by the Northwestern Trust Company, St. Paul. A. R. Walbridge has been named trustee for the bondholders. A deficit of $51,934 has accumulated since the road was placed in operation late in 1914.

12-3-1927

Minnesota Line Advances Rates

The St. Paul Southern Electric Railway, operating between St. Paul and Hastings, Minn., in the hands of a federal receiver, on Nov. 21 advanced rates and decreased its schedule. Application to the Minnesota Railroad and Warehouse Commission was not required under the circumstances. The one-way fare is 60 cents instead of 50, the round trip $1 instead of 95 cents, with ten rides for $4.50 still in force. To cut expenses the last car leaving Hastings at 9:40 p.m. is to be eliminated three days of the week and the owl car from St. Paul at 11:15 p.m. is to cease operation.

ST. PAUL SOUTHERN ELECTRIC RAILWAY								
BALANCE SHEETS								
		6/30/1915	6/30/1916	12/31/1916	12/31/1917	12/31/1918	12/31/1919	12/31/1920
ASSETS								
Investment in Road & Equipment		544,637	565,387	555,347	547,916	558,162	558,996	559,155
Sinking Fund								5,040
Current Assets		2,348	19,311	8,318	2,178	2,043	844	1,833
Discount on Capital Stock		403,400	395,900	491,600	447,400	447,400	447,400	447,400
Discount on Funded Debt					189	2,254		
Unadjusted Debits	3				10,566	4,566	6,990	7,030
Total Assets		950,385	980,598	1,055,265	1,008,249	1,014,425	1,014,230	1,020,458
LIABILITIES AND CAPITAL								
Current Liabilities	1	49,111	14,482	14,467	36,663	58,954	81,900	102,875
Unadjusted Credits			1,005	1,220	1,176	1,448	1,702	1,836
Mortgage Bonds	2	230,200	322,200	328,100	364,400	364,900	364,900	364,900
Receiver's Certificates						30,000	17,000	10,000
Common Stock (Auth. $503,100)		403,400	395,900	491,600	447,400	447,400	447,400	447,400
Preferred Stock (Auth. $269,800)		265,800	265,800	254,725	210,825	210,825	210,825	210,825
Surplus		1,874	(18,790)	(34,848)	(52,215)	(99,101)	(109,497)	(117,377)
Total Liabilities and Capital		950,385	980,598	1,055,265	1,008,249	1,014,425	1,014,230	1,020,458
1. Includes Accrued Interest & Dividends			4,580	6,516	26,652	49,102	70,501	92,061
2. Another xource:								
First Mortgage Bonds					289,900			
Second Mortgage Bonds					73,500			
					363,400			
Accrued Interest was					21,179			
3. Beginning 1919 includes Discount on Funded Debt								
Stockholders		824						
Receivers were:								
A. R. Walbridge	2-28-1918 until his death 1-15-1919							
E. E. Tuttle	successor until 5-20-1926							
C. P. Kuckler	5-20-1926 until the end							

ST. PAUL SOUTHERN ELECTRIC RAILWAY								
BALANCE SHEETS								
		12/31/1921	12/31/1922	12/31/1923	12/31/1924	12/31/1925	12/31/1926	12/31/1927
ASSETS								
Investment in Road & Equipment		564,700	564,863	565,137	565,137	565,317	565,345	565,499
Sinking Fund								
Current Assets		4,413	5,464	3,708	3,232	2,919	3,446	2,607
Discount on Capital Stock		447,400	447,400	447,400	447,400	447,400	447,400	447,400
Discount on Funded Debt								
Unadjusted Debits	3	7,030	7,030	7,030	7,030	7,030	7,030	7,030
Total Assets		1,023,543	1,024,757	1,023,275	1,022,799	1,022,666	1,023,221	1,022,536
LIABILITIES AND CAPITAL								
Current Liabilities	1	124,934	146,296	170,848	191,198	214,494	234,683	259,407
Unadjusted Credits		1,614	1,450	1,030	998	932	913	875
Mortgage Bonds		364,900	364,900	364,900	364,900	364,900	364,900	364,900
Receiver's Certificates		2,500			1,400	1,400	10,400	12,050
Common Stock (Auth. $503,100)		447,400	447,400	447,400	447,400	447,400	447,400	447,400
Preferred Stock (Auth. $269,800)		210,825	210,825	210,825	210,825	210,825	210,825	210,825
Surplus		(128,630)	(146,114)	(171,728)	(193,921)	(217,284)	(245,899)	(272,921)
Total Liabilities and Capital		1,023,543	1,024,757	1,023,275	1,022,799	1,022,666	1,023,221	1,022,536
1. Includes Accrued Interest								
and Dividends		113,591	135,289	157,036	178,828	200,562	222,374	245,425
3. Beginning 1919 includes Discount on Funded Debt								

ST. PAUL SOUTHERN ELECTRIC RAILWAY

INCOME & EXPENSE STATEMENTS

	Year Ended 6/30/1915	Year Ended 6/30/1916	Year Ended 12/31/1916	Year Ended 12/31/1917	Year Ended 12/31/1918	Year Ended 12/31/1919	Year Ended 12/31/1920
OPERATING REVENUE							
Passenger	20,002	42,062	43,015	37,290	51,162	63,975	67,571
Baggage			2	2	6	33	13
Special Car		85	85		172	352	142
Mail							
Express		347	1,076	505	488	581	882
Milk		12	64		32	68	118
Freight							
Misc. Transportation							
Other	250	316	265	230	359	149	377
Total	20,252	42,822	44,507	38,027	52,220	65,158	69,103
OPERATING EXPENSE							
Maintenance of Way & Structures	(2,681)	(6,429)	(3,832)	(5,062)	(35,814)	(8,590)	(10,749)
Maintenance of Equipment	(1,348)	(973)	(1,503)	(3,680)	(3,336)	(7,481)	(5,895)
Power	(3,491)	(11,588)	(10,541)	(9,110)	(9,876)	(12,386)	(10,979)
Transportation	(3,404)	(10,364)	(10,861)	(9,990)	(12,288)	(13,448)	(15,777)
Traffic	(623)	(1,179)	(1,435)	(118)	(200)	(126)	(56)
General & Miscellaneous	(3,367)	(17,464)	(15,913)	(5,060)	(12,201)	(5,497)	(6,944)
Total	(14,915)	(47,966)	(44,085)	(33,019)	(73,715)	(47,527)	(50,401)
Operating Profit (Loss)	5,337	(5,174)	422	5,008	(21,495)	17,631	18,702
Taxes	(1,115)	(2,815)	(2,522)	(1,901)	(2,726)	(3,258)	(3,807)
Interest	(5,805)	(14,151)	(17,771)	(20,750)	(22,690)	(23,810)	(22,815)
Misc. Debits		(99)	(76)	(22)	(10)		(24)
Non-Operating Income					34	43	65
Net Profit (Loss)	(1,583)	(22,239)	(19,947)	(17,666)	(46,887)	(9,470)	(7,880)

AVERY®
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ST. PAUL SOUTHERN ELECTRIC RAILWAY

INCOME & EXPENSE STATEMENTS

	Year Ended 12/31/1921	Year Ended 12/31/1922	Year Ended 12/31/1923	Year Ended 12/31/1924	Year Ended 12/31/1925	Year Ended 12/31/1926	Year Ended 12/31/1927
OPERATING REVENUE							
Passenger	64,975	56,391	46,158	40,887	36,883	33,931	35,171
Baggage	19	20	15	9	13	11	8
Special Car	282	64	119	51	45	47	
Mail		296	243	270	469	613	469
Express	910	873	686	858	898	904	860
Milk	210	188	87	9	7	1	
Freight	45	212	393	903	536	729	568
Misc. Transportation							
Other	700	706	701	701	541	230	225
Total	67,318	58,752	48,452	43,688	39,392	36,465	37,305
OPERATING EXPENSE							
Maintenance of Way & Structures	(12,218)	(13,348)	(11,152)	(8,483)	(5,676)	(5,171)	(6,863)
Maintenance of Equipment	(4,059)	(5,784)	(6,771)	(3,230)	(3,766)	(3,327)	(4,481)
Power	(10,301)	(10,298)	(10,427)	(10,181)	(10,119)	(10,052)	(9,708)
Transportation	(16,538)	(15,186)	(15,306)	(14,679)	(14,352)	(14,810)	(14,286)
Traffic	(25)	(8)	(29)	(2)	(26)	(43)	(7)
General & Miscellaneous	(9,847)	(6,886)	(6,008)	(5,149)	(4,995)	(7,935)	(4,610)
Total	(52,998)	(51,510)	(49,693)	(41,724)	(38,935)	(41,338)	(39,954)
Operating Profit (Loss)	14,320	7,242	(1,241)	1,964	457	(4,873)	(2,649)
Taxes	(3,529)	(2,938)	(2,602)	(2,365)	(1,970)	(1,823)	(1,865)
Interest	(22,032)	(21,788)	(21,747)	(21,792)	(21,825)	(21,908)	(22,495)
Misc. Debits	(12)		(24)		(24)	(12)	(12)
Non-Operating Income							
Net Profit (Loss)	(11,253)	(17,484)	(25,614)	(22,194)	(23,363)	(28,616)	(27,022)

ST. PAUL SOUTHERN ELECTRC RAILWAY							
INVESTMENT IN ROAD AND EQUIPMENT							
		ROAD	EQUIPMENT	POWER	GENERAL	TOTAL	BALANCE SHEET
6/30/1915	*	540,000	72		4,565	544,637	544,637
FY 1916		4,264	1,006	1,131	8,720	15,121	
6/30/1916		544,264	1,078	1,131	13,285	559,755	565,387
* Cost of Road & Equipment purchased from Interurban Const. Co.						540,000	
Change of Fiscal Year to Calendar Year							(10,040)
12/31/1916		15,387	1,081	23	1,339	17,830	
						555,347	555,347
12/31/1917		91	992	2		1,085	(7,431)
Needed to Balance						(8,516)	
						547,916	547,916
12/31/1918		684	9,561			10,245	
						558,161	558,162
12/31/1919		246	589			835	
						558,996	558,996
12/31/1920		95	64			159	
						559,155	559,155
12/31/1921		5,557	(12)			5,545	
						564,700	564,700
12/31/1922			163			163	
						564,863	564,863
12/31/1923		246		27		273	
						565,136	565,137
12/31/1925		180				180	
						565,316	565,317
12/31/1926			27			27	
						565,343	565,345
12/31/1927		154				154	
						565,497	565,499

ST.PAUL SOUTHERN ELECTRIC RAILWAY

ADDENDA

GENERAL HISTORY

Abandonment

The District Court, Dakota County, ordered the sale for July 16, 1928. The two highest bidders were Cy Reiger, St.Paul, $30,250 and Charles W. Davis, Minneapolis, $30,750. The bid was awarded to Rieger but Davis objected, saying he had not heard the bid of $30,250 and the receiver's acceptance. Operations were discontinued July 31, 1928, pending a decision as to who had bought the line. On August 2nd the court approved the discontinuance of operations because of lack of funds. Meanwhile the Minnesota Railroad & Warehouse Commission scheduled a hearing for August 13, 1928, upon application of the receiver to abandon the line.

The sale was re-bid by order of the court on August 23, 1928. Out of 51 bidders the competition narrowed to three. The previous bid of Cy Reiger, St.Paul, of $32,500 was declared by the judge to be too low. The successful bidder was Paper, Calmenson & Company, 975 E. 7th St., St.Paul, at $34,200.

Electric Railway Journal 9-22-1928 reported that ownership of the line had changed again. Its latest buyer was the B. W. and Leo Harris Company, a St.Paul firm that dealt in construction machinery. The line was purchased from Paper, Calmenson & Company.

Electric Railway Journal 10-20-1928 reported that wrecking of the line began October 4, 1928, by the B. W. and Leo Harris Company which began removal of the rails in Hastings.

TRACK CONSTRUCTION

Track Map

According to the December 1913 location map there was a slight reverse curve east of Brown's Crossing: 584+28 to 587+17 and 599+44 to 602+62. On the track map the intersection of the road with TH 53 occurred slightly before station 599+44.

The Featherstone property ran from 794+26 to just west of 819+44 so the hill must have been somewhere on this stretch of track.

OPERATIONS

Stations

Newspaper 9-23-1917: a new concrete station, 14' x 18', was being built at Spring Lake. The platform had been completed and the walls started.

Schedules

January 1, 1915
K. A. Schaller, Superintendent

Leave Hastings: 7:00-8:00-9:00-10:00-11:00-1:00-3:00-4:00-5:00-6:00-7:00-8:00-10:00.
Arrive Inver Grove: 7:55-8:55-9:55-10:55-11:55-1:55-3:55-4:55-5:55-6:55-7:55-8:55-10:55.

Leave Inver Grove: 7:06-8:06-9:06-10:06-12:06-2:06-3:06-4:06-5:06-7:06-9:06-11:36.
Arrive Hastings: 7:57-8:57-9:57-10:57-12:57-2:57-3:57-4:57-5:57-7:57-9:57-12:30.

Trains stop only on signal to pick up or let off passengers in Hastings at 2nd and Tyler (wye), 2nd and Sibley, 5th and Forest, and 5th and Pine. No other stops are made in Hastings.

Change in Schedule 1-9-1915

The late car which formerly left Inver Grove at 11:36 p.m. was changed to 12:06 a.m. All TCL "South St.Paul-Inver Grove" cars left 5th and Robert Streets 20 minutes past the hour to make connections with the St.Paul Southern Electric Ry.

Schedule dated 1-5-1918

+ leaves Inver Grove at 6:33 a.m. for St.Paul.
* 7:45 p.m. connects with TCL "Inver Grove" car at the Inver Grove wye.

Schedule dated 12-27-1926

This is the date of the timetable reproduced on page 499 of The Electric Railways of Minnesota.

EQUIPMENT

Information from Newspaper Articles

10-3-1914: four cars arrived at Inver Grove, Wednesday. (September 30th)

6-16-1916: car #1 was reported burned.

6-28-1918 (Friday): car #2 is back again having been remodeled and repainted.

6-29-1918 (Saturday): the first repainted passenger car was delivered Tuesday. Color is the same as the new Work Car delivered recently. [Apparently this is the orange with maroon trim.]

7-27-1918 (Saturday): car #52 has been repainted. This leaves one more to paint [#51] and the Twin City Rapid Transit Co. car will soon be taken off.

8-3-1928: the last car ran July 31st. Only one operable car; the other cars all had motor trouble.

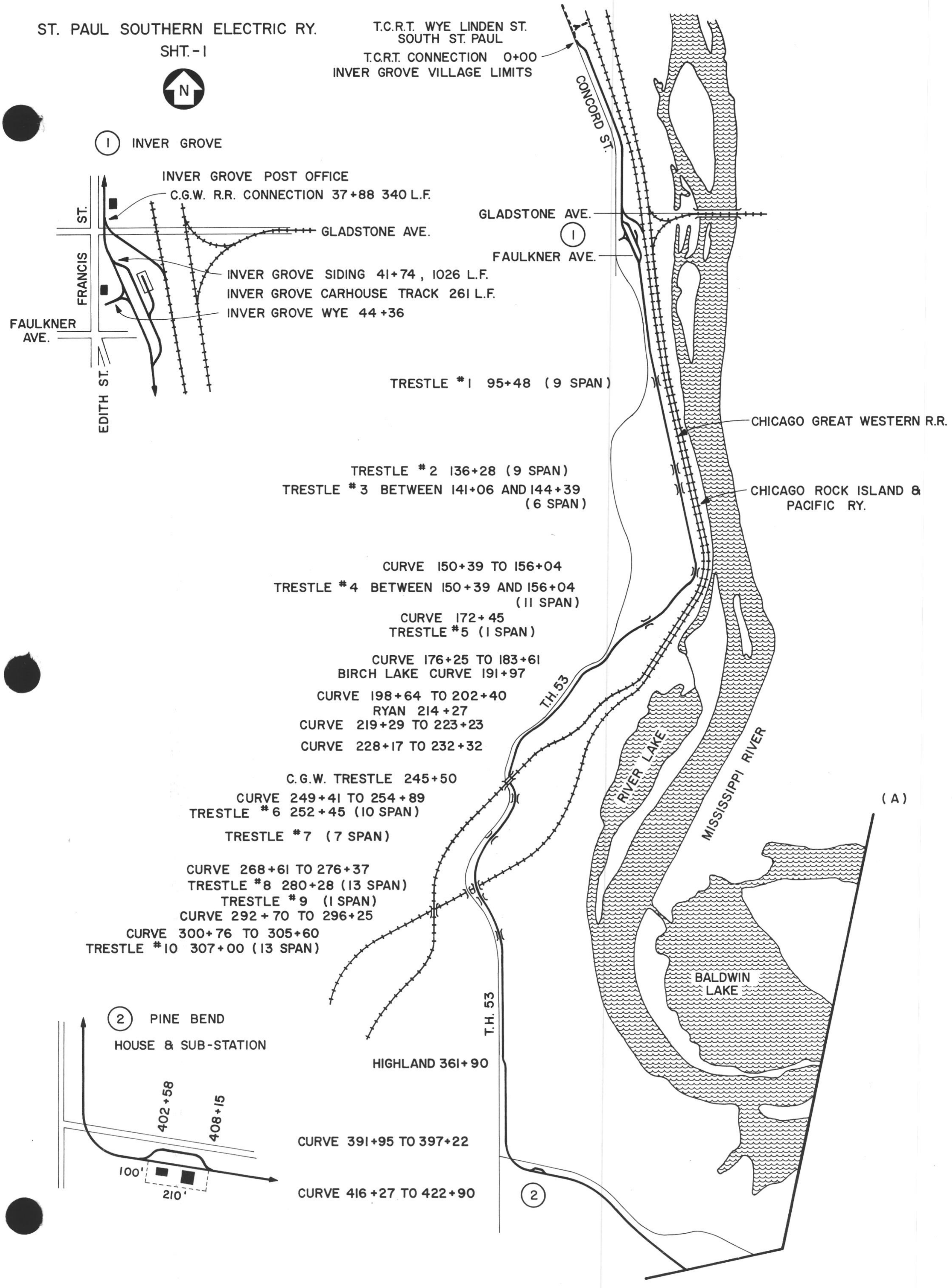
Eugene Boswell remembers after abandonment seeing the carbodies in a lot near Marshall and Snelling Avenues, St.Paul.

ERJ
6-19-15

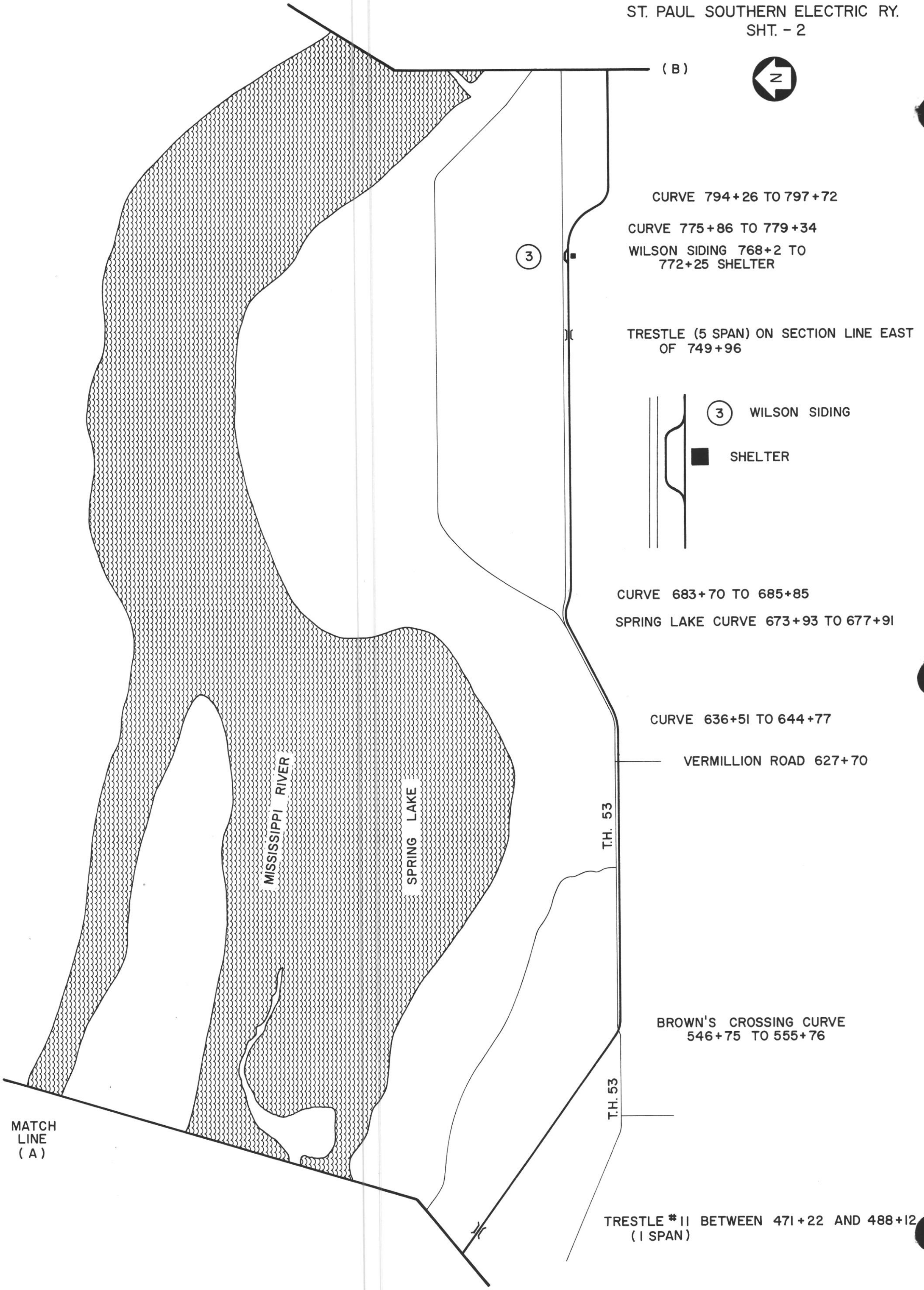
St. Paul Southern Electric Railway, St. Paul, Minn.—Officers of this company recently voted to accept practically in full the terms offered by the St. Paul City Railway for the use of its tracks inside the city limits. A conference will be held within a few days to arrange further details and to sign the contract. Immediate steps will then be taken to make operating arrangements and it is expected that regular service from Hastings to St. Paul will be inaugurated within two weeks.

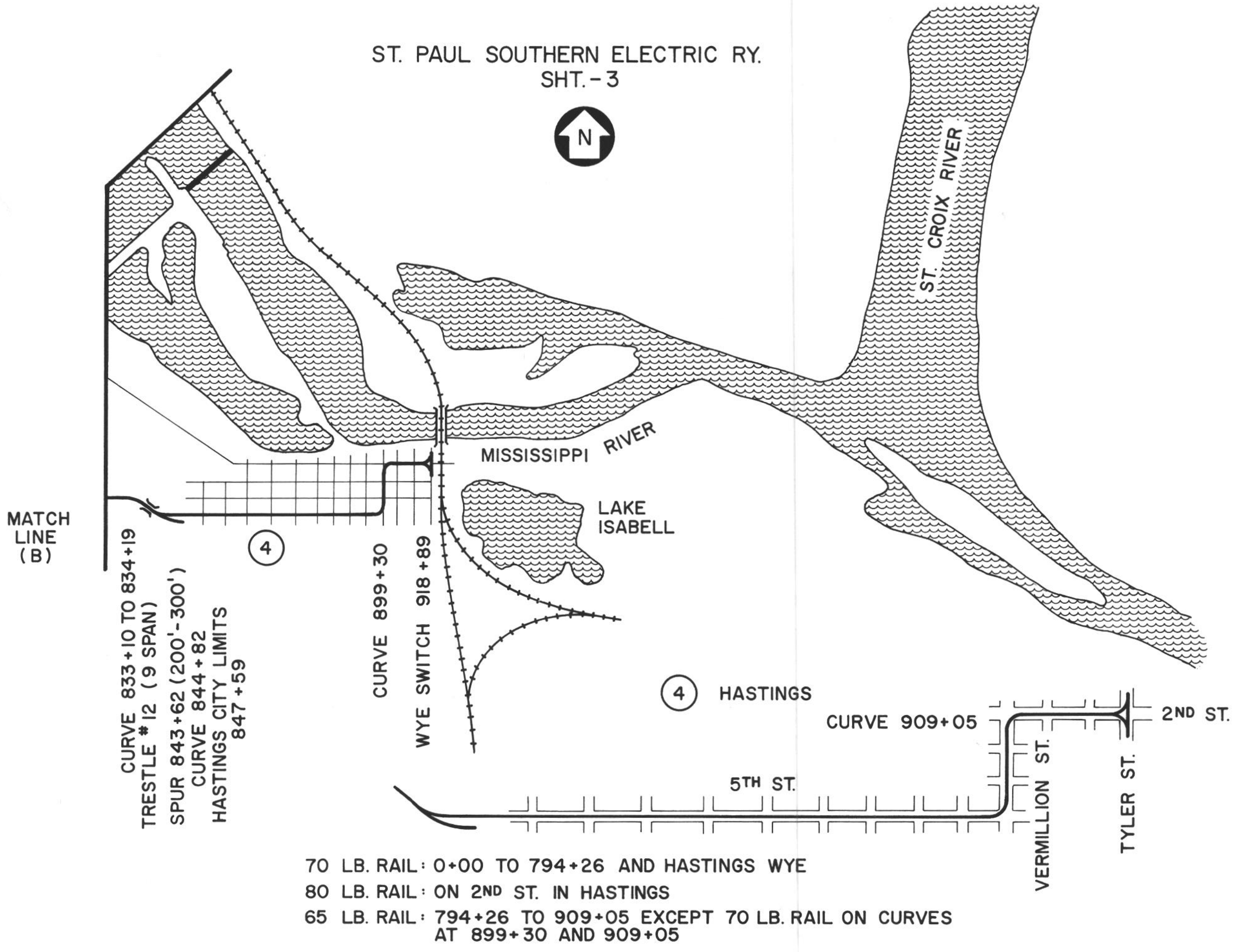
ST. PAUL SOUTHERN ELECTRIC RY.

SHT.-1


N
① INVER GROVE
INVER GROVE POST OFFICE
C.G.W. R.R. CONNECTION 37+88 340 L.F.
ST.
FRANCIS
GLADSTONE AVE.
INVER GROVE SIDING 41+74 , 1026 L.F.
INVER GROVE CARHOUSE TRACK 261 L.F.
INVER GROVE WYE 44+36
FAULKNER AVE.
EDITH ST.
T.C.R.T. WYE LINDEN ST. SOUTH ST. PAUL
T.C.R.T. CONNECTION 0+00
INVER GROVE VILLAGE LIMITS
CONCORD ST.
GLADSTONE AVE.
①
FAULKNER AVE.
TRESTLE #1 95+48 (9 SPAN)
CHICAGO GREAT WESTERN R.R.
TRESTLE #2 136+28 (9 SPAN)
TRESTLE #3 BETWEEN 141+06 AND 144+39 (6 SPAN)
CHICAGO ROCK ISLAND & PACIFIC RY.
CURVE 150+39 TO 156+04
TRESTLE #4 BETWEEN 150+39 AND 156+04 (11 SPAN)
CURVE 172+45
TRESTLE #5 (1 SPAN)
CURVE 176+25 TO 183+61
BIRCH LAKE CURVE 191+97
CURVE 198+64 TO 202+40
RYAN 214+27
CURVE 219+29 TO 223+23
CURVE 228+17 TO 232+32
T.H. 53
RIVER LAKE
MISSISSIPPI RIVER
C.G.W. TRESTLE 245+50
CURVE 249+41 TO 254+89
TRESTLE #6 252+45 (10 SPAN)
TRESTLE #7 (7 SPAN)
(A)
CURVE 268+61 TO 276+37
TRESTLE #8 280+28 (13 SPAN)
TRESTLE #9 (1 SPAN)
CURVE 292+70 TO 296+25
CURVE 300+76 TO 305+60
TRESTLE #10 307+00 (13 SPAN)
BALDWIN LAKE
② PINE BEND
HOUSE & SUB-STATION
402+58
408+15
100'
210'
T.H. 53
HIGHLAND 361+90
CURVE 391+95 TO 397+22
CURVE 416+27 TO 422+90
②

ST. PAUL SOUTHERN ELECTRIC RY.
SHT. - 2


(B)
N
CURVE 794+26 TO 797+72
CURVE 775+86 TO 779+34
3
WILSON SIDING 768+2 TO 772+25 SHELTER
TRESTLE (5 SPAN) ON SECTION LINE EAST OF 749+96
3 WILSON SIDING
SHELTER
CURVE 683+70 TO 685+85
SPRING LAKE CURVE 673+93 TO 677+91
CURVE 636+51 TO 644+77
VERMILLION ROAD 627+70
T.H. 53
MISSISSIPPI RIVER
SPRING LAKE
BROWN'S CROSSING CURVE 546+75 TO 555+76
T.H. 53
MATCH LINE (A)
TRESTLE #11 BETWEEN 471+22 AND 488+12 (1 SPAN)


ST. PAUL SOUTHERN ELECTRIC RY.
SHT.-3
N
ST. CROIX RIVER
MISSISSIPPI RIVER
LAKE ISABELL
MATCH LINE (B)
4
CURVE 833+10 TO 834+19
TRESTLE #12 (9 SPAN)
SPUR 843+62 (200'-300')
CURVE 844+82
HASTINGS CITY LIMITS 847+59
CURVE 899+30
WYE SWITCH 918+89
4
HASTINGS
CURVE 909+05
2ND ST.
5TH ST.
VERMILLION ST.
TYLER ST.

70 LB. RAIL: 0+00 TO 794+26 AND HASTINGS WYE
80 LB. RAIL: ON 2ND ST. IN HASTINGS
65 LB. RAIL: 794+26 TO 909+05 EXCEPT 70 LB. RAIL ON CURVES AT 899+30 AND 909+05

The Tourists' Cafe in Hastings.

THE HOME CAFE

A. B. MICHAELSON, Prop.

Phone 3411

12-27-1926

316 E. Second Str. Meals—Lunches—Ice Cream—Cigars— Candy Hastings, Minn.

HASTINGS—to—SAINT PAUL

LEAVE Hastings	ARRIVE Inver Grove	ARRIVE South St. Paul	ARRIVE St. Paul
LV	AR	AR	AR
	†6:21AM	6:30AM	6:50AM
6:30AM	7:14AM	7:22AM	7:40AM
8:30AM	9:14AM	9:22AM	9:40AM
9:40AM	10:24AM	10:32AM	10:50AM
11:30AM	12:14PM	12:22PM	12:40PM
1:30PM	2:14PM	2:22PM	2:40PM
3:35PM	4:20PM	4:28PM	4:48PM
4:35PM	5:20PM	5:28PM	5:48PM
6:35PM	7:20PM	7:28PM	7:48PM
*7:30PM	8:14PM		
9:40PM	10:24PM	10:32PM	10:50PM

†Leaves Inver Grove Shops at 6:17 A. M. for St. Paul.

*Connects with Twin City Car at Inver Grove Wye.

ST. PAUL—to—HASTINGS

LEAVE St. Paul 7 & Wab	ARRIVE South St. Paul	ARRIVE Inver Grove	ARRIVE Hastings
LV	AR	AR	AR
7:05AM	7:25AM	7:35AM	8:15AM
8:05AM	8:25AM	8:35AM	9:15AM
10:05AM	10:25AM	10:35AM	11:15AM
11:05AM	11:25AM	11:35AM	12:15PM
1:07PM	1:27PM	1:35PM	2:15PM
3:07PM	3:27PM	3:35PM	4:20PM
5:07PM	5:27PM	5:35PM	6:20PM
6:07PM	6:27PM	6:35PM	7:20PM
8:05PM	8:25PM	8:35PM	9:15PM
11:15PM	11:35PM	11:43PM	12:20PM

Spend your outing at Spring Lake. Good fishing.

Express and Package carried on all Passenger Cars between St. Paul and Hastings.

At the End of the Line You'll Find

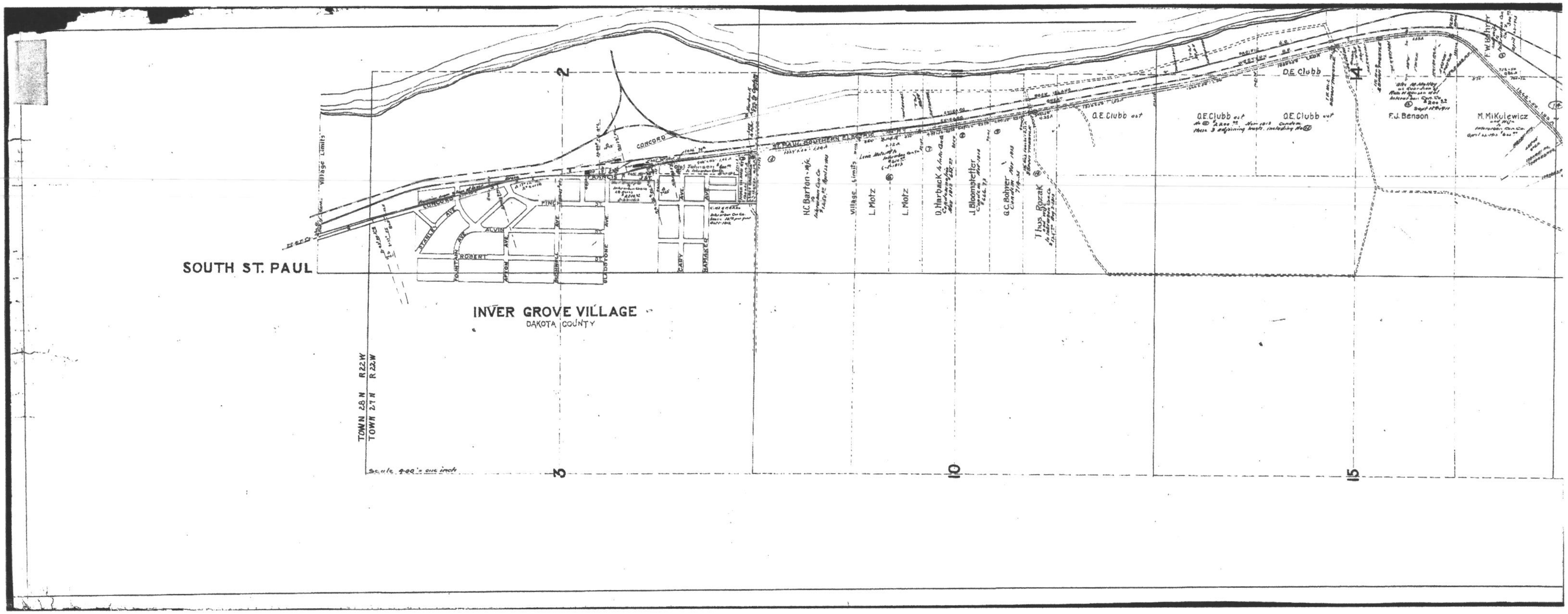
THE HASTINGS HOTEL

WM. RADKE, Prop.

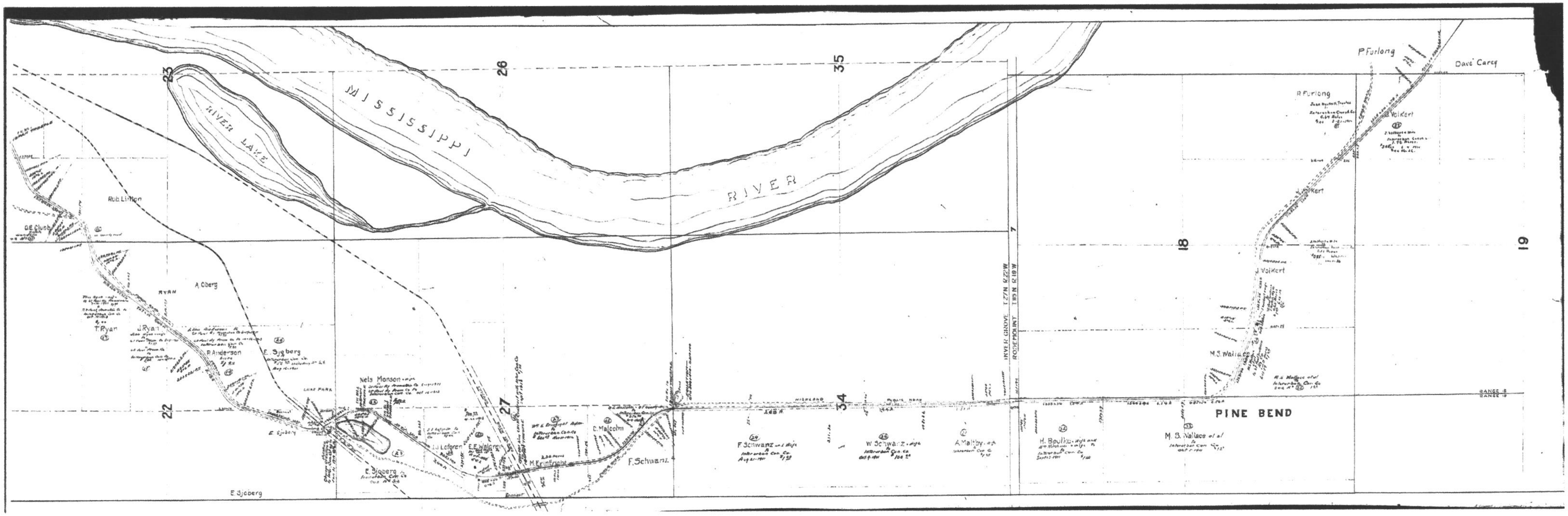
Every Comfort of Home at Moderate Prices

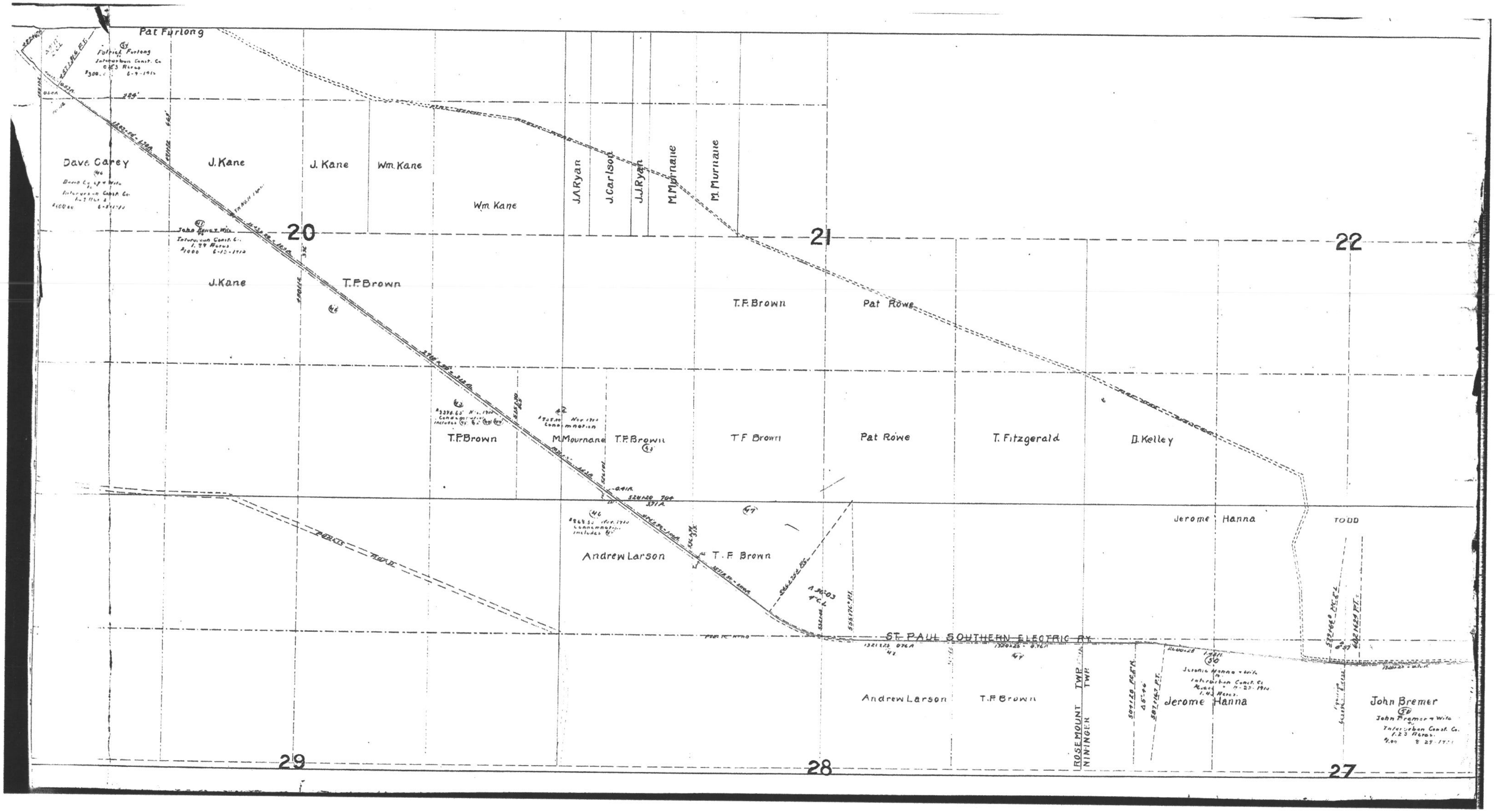
Board and Room by the week—$7 Board and Room by the Day—$1.50

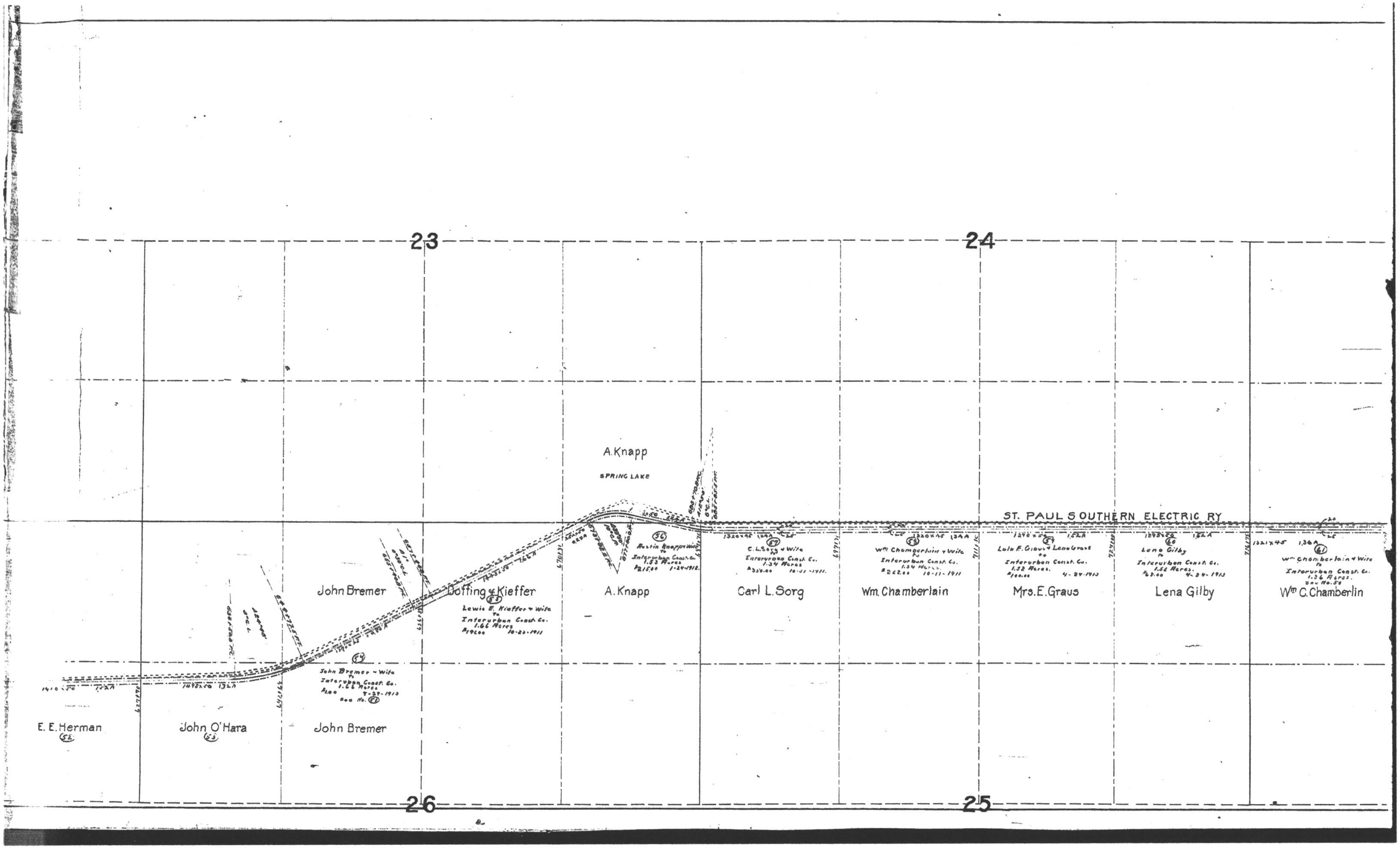
Tobacco, Cigars, Cigarettes and Candy.

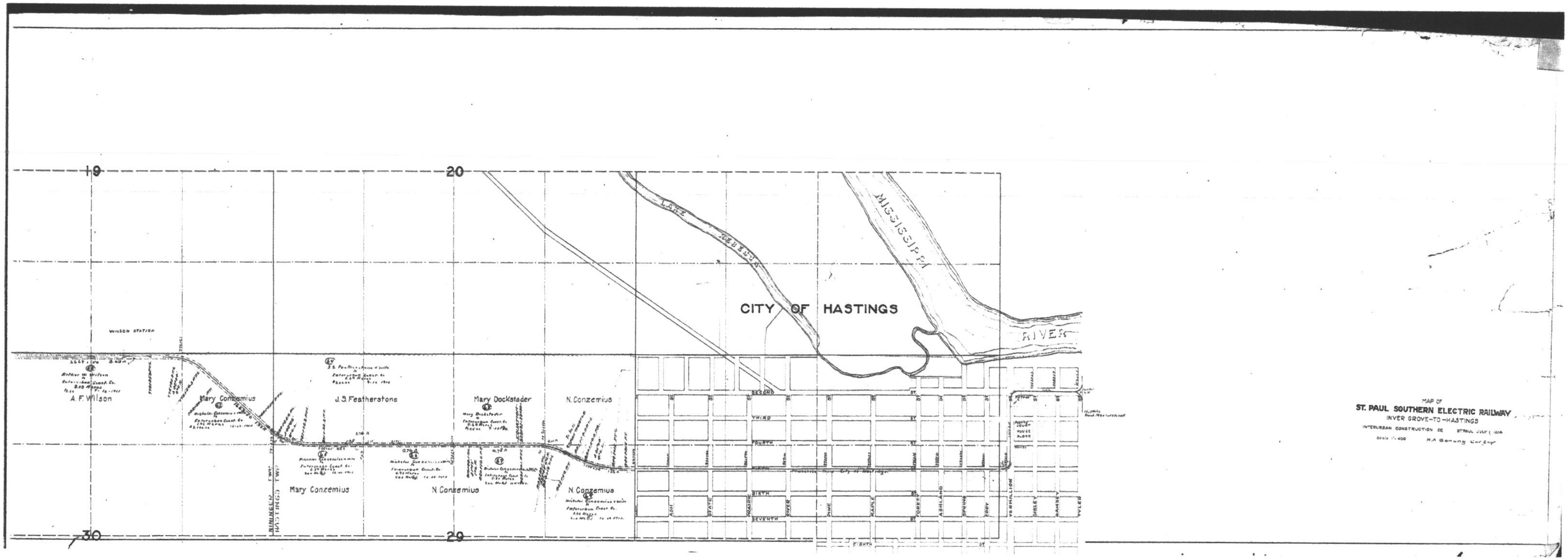


Village Limits
SOUTH ST. PAUL
CONCORD
CONCORD
FRANCIS ST
FINCH ST
ALVIN ST
ROBERT ST
STANLEY AVE
FOUNTAIN AVE
AFTON AVE
BUSHNELL AVE
GLADSTONE AVE
CARY AVE
HAMAKER AVE
Olaf Johnson
ST. PAUL SOUTHERN ELECTRIC
CHICAGO
ROCK ISLAND
GREAT
WESTERN
PACIFIC
INVER GROVE VILLAGE
DAKOTA COUNTY
TOWN 28 N R 22 W
TOWN 27 N R 22 W
Scale 400' = one inch
2
3
10
14
15
H.C. Barton - wife to Interurban Con. Co.
Village Limits
L. Motz
L. Motz
Louis Motz to Interurban Con. Co. 6-5-1913
D. Harback to Inter. Con. Condemnation Nov 1913
J. Bloomstetter Condem. Nov 1913
G.C. Bohrer Condem. Nov 1913
Thos. Rozak and wife to Interurban Con. Co. Aug 2-1913
O.E. Clubb est
D.E. Clubb
O.E. Clubb est
O.E. Clubb est
these 3 adjoining tracts, including No. 14
F.J. Benson
Interurban Con. Co. Sept 18 1911
M. Mikulewicz and Wife to Interurban Con. Co.
F.W. Bohrer and wife to Interurban Con. Co.

MISSISSIPPI
RIVER
RIVER LAKE
23
26
35
22
27
34
7
18
19
Rob. Linton
O.E. Club
A. Oberg
RYAN
T. Ryan
J. Ryan
P. Anderson
E. Sjoberg
LAKE PARK
Nels Monson
E. Sjoberg
E. Sjoberg
E. Sjoberg
J.J. Lofgren
E.E. Walgren
M. Erin Fright
C. Malcolm
F. Schwanz
F. Schwanz
Interurban Con. Co.
W. Schwarz
Interurban Con. Co.
A. Maltby
HIGHLAND
PUBLIC ROAD
INVER GROVE T.27N R.22W
ROSEMOUNT T.115N R.18W
H. Boulko
M.S. Wallace et al
PINE BEND
RANGE 18
RANGE 19
M.S. Wallace
J. Volkert
J. Volkert
J. Volkert
R. Furlong
P. Furlong
Dave Carey


Pat Furlong
Patrick Furlong to Interurban Const. Co. 0.83 Acres $300.00 6-9-1910
Dave Carey
Dave Carey + Wife to Interurban Const. Co.
J. Kane
J. Kane
Wm. Kane
Wm Kane
J.A.Ryan
J.Carlson
J.J.Ryan
M.Murnane
M.Murnane
20
21
22
John Kane + Wife to Interurban Const. Co. 1.34 Acres $1000 6-13-1910
J.Kane
T.F.Brown
T.F.Brown
Pat Rowe
T.F.Brown
M.Mournane
T.F.Brown
T.F.Brown
Pat Rowe
T. Fitzgerald
D. Kelley
Condemnation
Jerome Hanna
TODD
Andrew Larson
T.F.Brown
ST. PAUL SOUTHERN ELECTRIC RY.
Andrew Larson
T.F.Brown
ROSEMOUNT TWP.
NININGER TWP.
Jerome Hanna
Jerome Hanna + Wife to Interurban Const. Co. 11-23-1910 1.43 Acres
John Bremer
John Bremer + Wife to Interurban Const. Co. 1.23 Acres 8-29-1911
29
28
27


23
24
A. Knapp
SPRING LAKE
ST. PAUL SOUTHERN ELECTRIC RY
John Bremer
Doffing & Kieffer
(55)
Lewis E. Kieffer & Wife
to
Interurban Const. Co.
1.66 Acres
$196.00 10-23-1911
A. Knapp
(56)
Austin Knapp & Wife
to
Interurban Const. Co.
1.53 Acres
$215.00 1-24-1912
Carl L. Sorg
1320x45 1.34A
(57)
C. L. Sorg & Wife
to
Interurban Const. Co.
1.34 Acres
$350.00 10-31-1911
Wm. Chamberlain
1320x45 1.34A
(58)
Wm. Chamberlain & Wife
to
Interurban Const. Co.
1.34 Acres
$222.00 10-11-1911
Mrs. E. Graus
1290x50 1.52A
(59)
Lula F. Graus & Lena Graus
to
Interurban Const. Co.
1.52 Acres
$100.00 4-24-1913
Lena Gilby
1295x50 1.52A
(60)
Lena Gilby
to
Interurban Const. Co.
1.52 Acres
$63.00 4-24-1913
Wm C. Chamberlin
1321x45 1.36A
(61)
Wm Chamberlain & Wife
to
Interurban Const. Co.
1.36 Acres
See No. 58
1410x50 1.52A
1498x50 1.32A
(54)
John Bremer & Wife
to
Interurban Const. Co.
1.66 Acres
$1.00 8-29-1913
See No. (51)
E. E. Herman
(52)
John O'Hara
(53)
John Bremer
26
25


19
20
30
29
WILSON STATION
A. F. Wilson
Mary Conzemius
J. S. Featherstone
Mary Dockstader
N. Conzemius
Mary Conzemius
N. Conzemius
N. Conzemius
NININGER TWP
HASTINGS TWP
LAKE
MISSISSIPPI
RIVER
CITY OF HASTINGS
SECOND
THIRD
FOURTH
SIXTH
SEVENTH
ST.
ASH
STATE
PINE
MAPLE
FOREST
ASHLAND
SPRING
EDDY
VERMILLION
SIBLEY
RAMSEY
TYLER

MAP OF
ST. PAUL SOUTHERN ELECTRIC RAILWAY
INVER GROVE-TO-HASTINGS
INTERURBAN CONSTRUCTION CO. ST. PAUL JULY 1 1914
Scale 1"=400' H. A. Genung Chf. Engr.

50 ft wide
R/W

St Paul Southern Electric Ry.
December 1913 Location Map
Curve Degrees

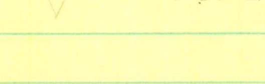
137+73 141+06 2°
Trestle #3 5 span
144+39 150+39 1° 30'
150+39 156+04 7° 47'
158+85 172+45 6°
182+96 183+61 10°
191+97 193+01 12°
198+64 202+40 10°

Note: the "public road" was on the east side of the R/W from
Birch Lake 191+97 to just east of the Section 23 line (Ryan)
Ryan stop was about 75 LF west of the section line. See Ryan Stop

219+29 223+23 6°
228+17 232+32 10°

R/W at CGW Trestle is slightly different from my map. Also there
appears to be an error on the 1913 map. I have CGW trestle 245+50
1913 map 246+05 241+95 12° Curve X
appears it should be 243+60.5 245+95

249+41 254+89 12° 10 span Trestle middle of the curve
Trestle 7 span is about 75 LF south of 254+89
268+61 276+37 6°
Rock Island Trestle is 13 span 280+28
292+70 296+25 6°
Note 303+76 305+60 10°
5 span Trestle (over a road) about 200 LF short of 308+60
Note { 354+89 359+61 1° 12' } Highland
359+61 364+34 1° 12'
391+45 397+22 12°
403+05 408+15 3° Pine Bend
Siding switch at west end starts on the curve
416+27 422+90 6°
Note 452+67 457+32 3°
546+75 555+77 4°
584+28 587+17 ?° Δ 5° 46'
599+14 602+62 ?° Δ 8° 57'



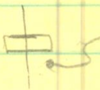
636+51 644+77 3°
673+93 677+91 10°
683+71 685+85 6°

< continued >

St Paul Southern Electric Ry.
December 1913 Location Map

-2-

Wilson location



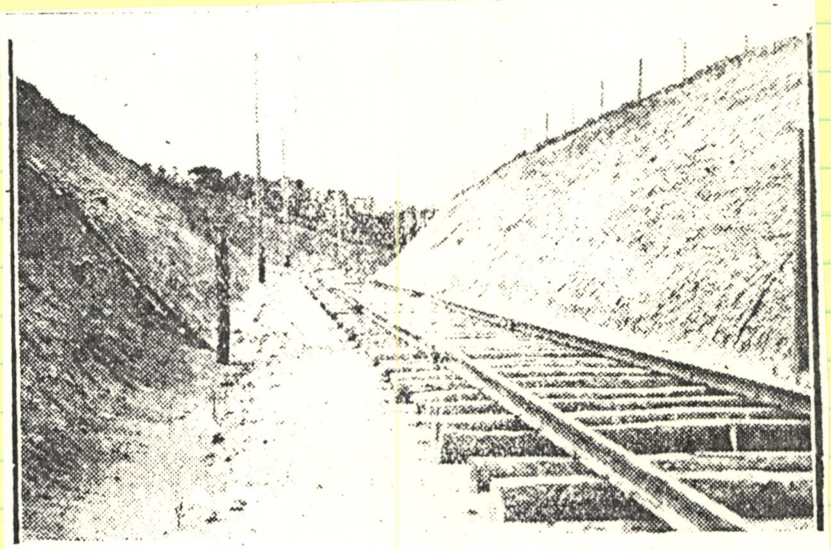
Township Section line

685+85
about (1+30)

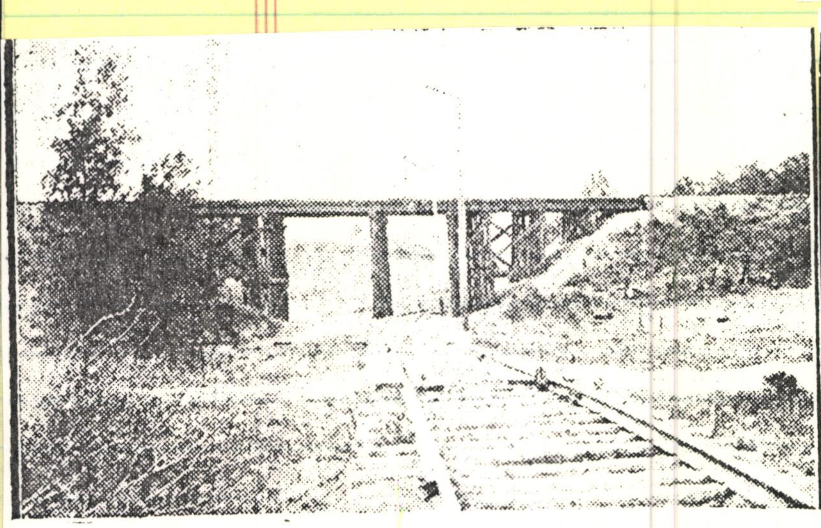
684+55 + 7921 LF = Section line 763+76

772+26 PTC
775+86 779+34 6°
782+94 PT
790+66 PTC
794+26 797+72 6°
800+32 PT

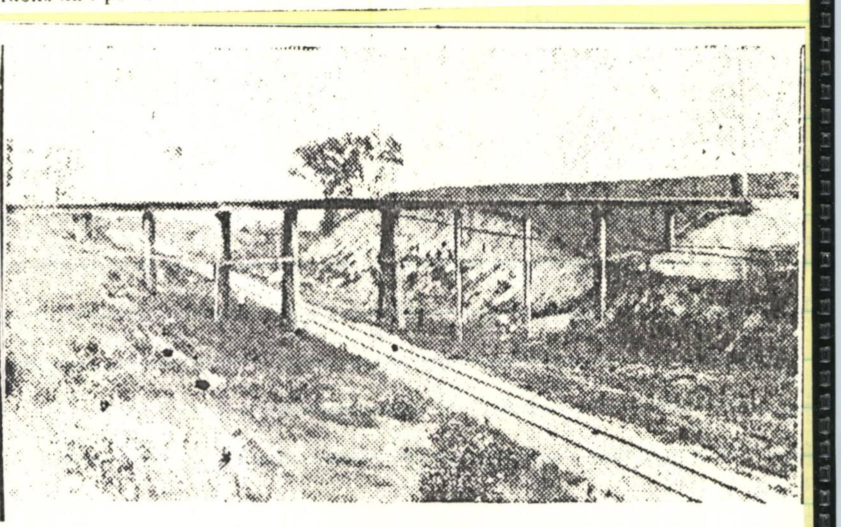
note 819+44 820+73 1°
833+30 834+19 6°
Trestle 5 span close to 837+59
839+55 844+01 4°
845+82 is PTC



Tracks and poles of St. Paul Southern Electric Railroad in deep cut, Inver Grove.

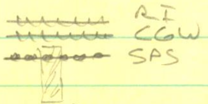


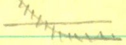
Chicago, Great Western Railroad Bridge over St. Paul Southern Electric tracks.

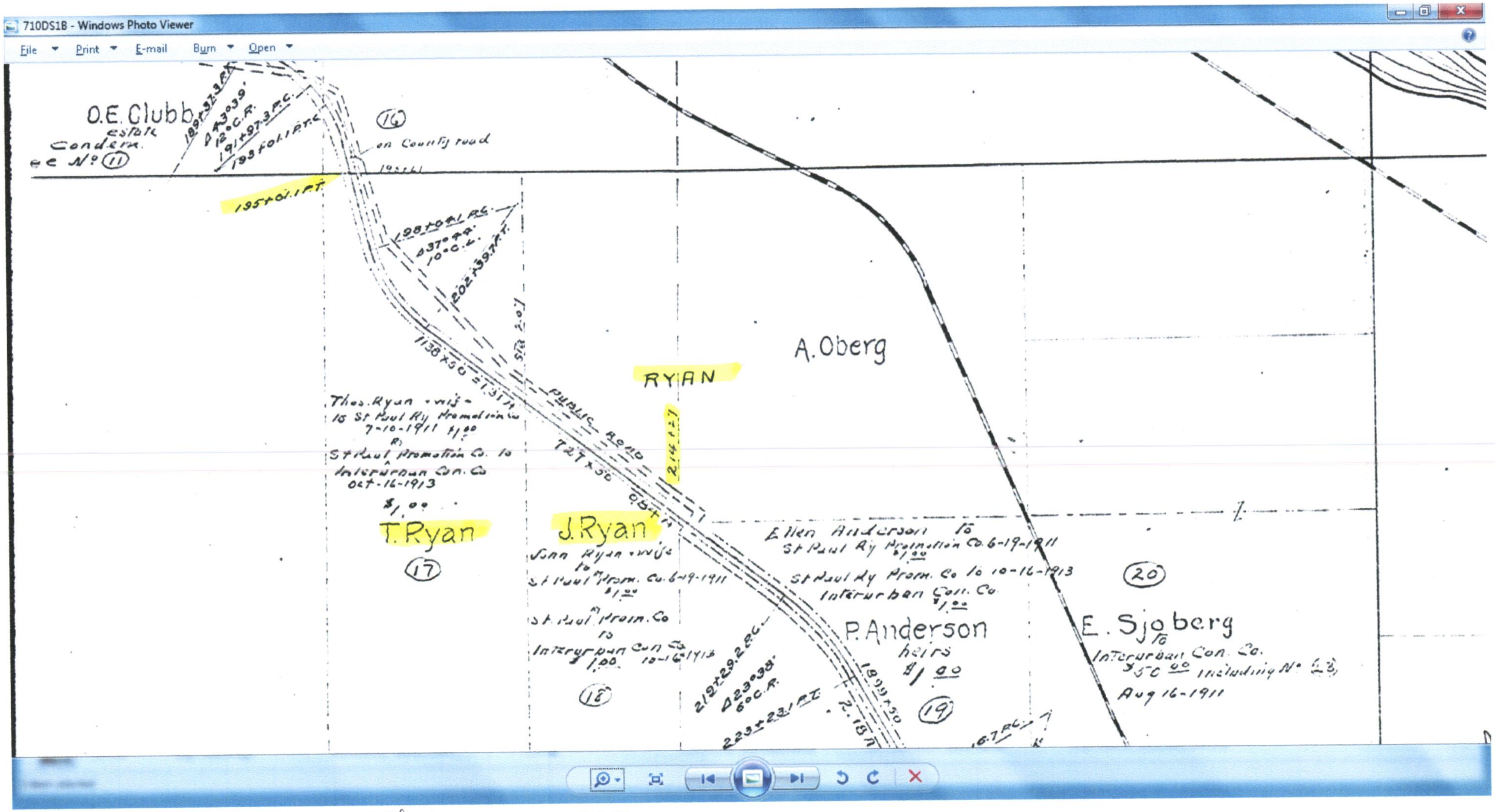


St. Paul Southern Electric Bridge over Chicago, Rock Island Railroad

St. Paul Southern Electric Railway
December 1913 Location Map
Names of Stops and Locations



Rock Island Depot
Inver Grove 48+03 plus about 1100 LF RI Ry 120+50 lot
Matz } } Site of B-Tu-Mix Co. gravel pit / asphalt plant
Bohrer } } south of Matz
Birch Lake about 191+97
Ryan
Stop is about 75 LF west of the Section 23 line or
202+40 plus about 1300 to 1325 LF = 215+40 or 215+65
Lake Park ("Lk Pk") 232+32 plus about 50 LF (232+82)
Overhead 268+61 plus about 225 LF (270+86)
Erinfright south of RI Ry trestle about 425 LF
Schwarz 308+60 plus about 600 LF south (314+60)
Highland on the curves at the Inver Grove / Rosemount
Townships Section line 359+61 plus about 100 LF
Pine Bend <see curves page>
Kane Crossing 488+12 east side
Brown's Crossing 552+45 
Vermillion Road about 1100 LF west of 636+51 (625+51) I have 627+70
Bremer middle of curve 655+41 657+41
Spring Lake about 100 LF west of 673+93 (672+93)
Richland about 1400 LF east of 685+85 (696+85)
Wilson Siding 768+2_ to 772+25 = 405 LF
Featherstone
The Featherstone property is on the north side of the R/W from the Nininger/Hastings Townships Section line east 1630 x 2 or 3260 LF. 790+66 to 820+73 = 3007 LF. This is probably the hill site. The stop itself is actually on Dockstader property (which abuts Featherstone on the east) 820+73 plus about 400 LF = 824+73
Section Lines: 793+54 to 817+25


710DS1B - Windows Photo Viewer
File
Print
E-mail
Burn
Open
O.E. Clubb estate
Condem. No. ⑪
189+37.3 P.C.
Δ43°39' 12°C.R.
191+97.3 P.C.
193+01.1 P.T.
⑯
on County road
195+01.1 P.T.
198+01 P.C.
Δ37°49' 10°C.L.
202+39.7 P.T.
STA 2+01
1138x50 =1.31 A
PUBLIC ROAD
727x50
0.84 A
RYAN
214+27
A. Oberg
Thos. Ryan + wife to St Paul Ry Promotion Co 7-10-1911 $1.00
St Paul Ry Promotion Co. to Interurban Con. Co Oct-16-1913 $1.00
T. Ryan
⑰
J. Ryan
John Ryan + wife to St Paul Ry Prom. Co. 6-19-1911 $1.00
St Paul Ry Prom. Co to Interurban Con Co 10-16-1913 $1.00
⑱
219+29.2 P.C.
Δ23°38' 6°C.R.
223+23.1 P.T.
Ellen Anderson to St Paul Ry Promotion Co. 6-19-1911 $1.00
St Paul Ry Prom. Co to 10-16-1913 Interurban Con. Co $1.00
P. Anderson heirs $1.00
1999x50
2.18 A
⑲
6.7 P.C.
⑳
E. Sjoberg to Interurban Con. Co. $50.00 including No. 23 Aug 16-1911

Rules and Regulations Effective 10-1-1927
Rule #6 mentions "spur sidings" at Ryan and Wilson
a siding at Ryan must have been built after the
1913 location and 1914 track maps.

TRACK AND OVERHEAD CONSTRUCTION

Track Mileage

	MRR&WC Report	Company
First Main Track	17.52 miles	17.54 miles
Sidings and Carhouse Track	.53 miles	.51 miles
Total Track Owned	18.05 miles (*)	18.05 miles
Trackage Rights	==========	7.31 miles
Total Track Operated		24.85 miles
		==========

(*) Temporary license 11-18-1914; permanent license 12-28-1914.

After the Minneapolis & St.Paul Suburban Ry. ceased running to Francis St. and Faulkner Ave. this trackage was removed except for several hundred feet constituting the connection from their track to the beginnin of the side-of-road track along Concord St. This track remained in place, unused, until 1952 when the "South St.Paul-Inver Grove" line was abandoned.

Sections of the roadbed in various locations were still visible in the early 1970's, often overgrown with brush and trees, but still recognizable to the discerning eye.

Trackage Rights: Route thru downtown St.Paul

Reported as: Robert St.-8th St.-Wabasha St.-5th St.-Robert St.

Cars actually began operating to downtown St.Paul 8-22-1915 via Robert St.-7th St.-Wabasha St.-5th St.-Robert St.

Unknown date: Robert St.-3rd St.-Sibley St.-5th St.-Robert St.

The 12-27-1926 timetable showed the Leave St.Paul time at 7th and Wabasha Streets so the routing had again been changed.

Overhead Construction

Catenary overhead construction was used on right-of-way. Span wire construction was used on the side-of-road trackage in Inver Grove and street trackage in Hastings.

FACILITIES

The carhouse, one-car capacity, was located at Francis St. and Faulkner Ave. in Inver Grove. Servicing and minor repairs were done here. Major repairs were performed for the company by the Twin City Rapid Transit Co. at its Snelling Shops in St.Paul.

A 100' x 210' parcel of real estate adjacent to the right-of-way at Pine Bend contained the substation building and a residence for the Chief Engineer Power Station. Electricity was purchased from the River Falls Power Co. (later acquired by Northern States Power Co.) via a 33,000 volts A.C. transmission line constructed along the right-of-way from Hastings to the Pine Bend substation where it was converted to 600 volts D.C. McGraw Directories list the substation equipment as: 1 D.C. Westinghouse 300 KW; 1 rotary converter Westinghouse 300 KW. We assume this to mean that the total output of the substation was 300 KW consisting of one rotary converter.
For many years after abandonment the substation building stood unused and derelict until the

middle 1950's when it was demolished to make way for the Roseport industrial development by the Chicago Great Western Ry.

Small frame passenger shelters were located at Birch Lake, Ryan, Highland and Wilson.

The passenger depot and company offices in Hastings were located on the first floor of a two-story red-brick building at 315 East 2nd St. The depot included a waiting room, express and baggage room at the rear, and a small room for use of crews during layover times.

OPERATIONS

Passenger Service

The first regular schedule operated when full power became available was as follows. Leave Inver Grove: 7:06, 8:06, 9:06 and 10:06 A.M.; 12:06, 2:06, 3:06, 4:06, 5:06, 6:06, 7:06, 9:06 and 11:36 P.M. Leave Hastings: 7:00, 8:00, 9:00 and 10:00 A.M.; 1:00, 3:00, 4:00, 5:00, 6:00, 7:00, 8:00 and 10:00 P.M.

On August 22, 1915, cars began operating to and from downtown St.Paul. Full hourly service was eventually established as evidenced by the May 7,1916, timetable. Hourly service required three cars with meeting points at South St.Paul (on M&St.PS RR double track) and Pine Bend.

The overall schedule speed was 18 m.p.h. Employees recalled that the normal top speed was usually 35 to 40 m.p.h. Due to weak power only 10 m.p.h. could be attained ascending the long 2½% grade, called Featherstone Hill, west of Hastings.

The last passenger run of the evening arrived in Hastings after midnight. The car was stored on the north leg of the wye overnight and made the first run out of Hastings the next morning. Passengers were transferred to a waiting second car at the Inver Grove carhouse so that the first car could be pulled into the carhouse for inspection and servicing.

Express, package freight and baggage were carried on all passenger runs.

On timetables subsequent to 1916 the regular passenger stops between South St.Paul and Hastings were listed as Inver Grove, Birch Lake, Ryan, Highland, Pine Bend, Brown's Crossing, Tyner, Spring Lake, and Wilson. Flag stops were made just about anywhere according to employees, as in many cases farmers granted right-of-way under the provision that cars would make stops for them on their property. Numerous fishermen rode the cars in winter and summer to Spring Lake, a widening of the Mississippi River, noted for good fishing and picnic outings. Employees recall that special cars were sometimes run for fishermen and for St.Paulites attending masquerade dances held in Hastings. Rural children rode the cars from outlying farms to school in Hastings. The line passed by the domed, ornate, Victorian-style county courthouse on Vermillion St. in Hastings which presumably generated patronage for the company.

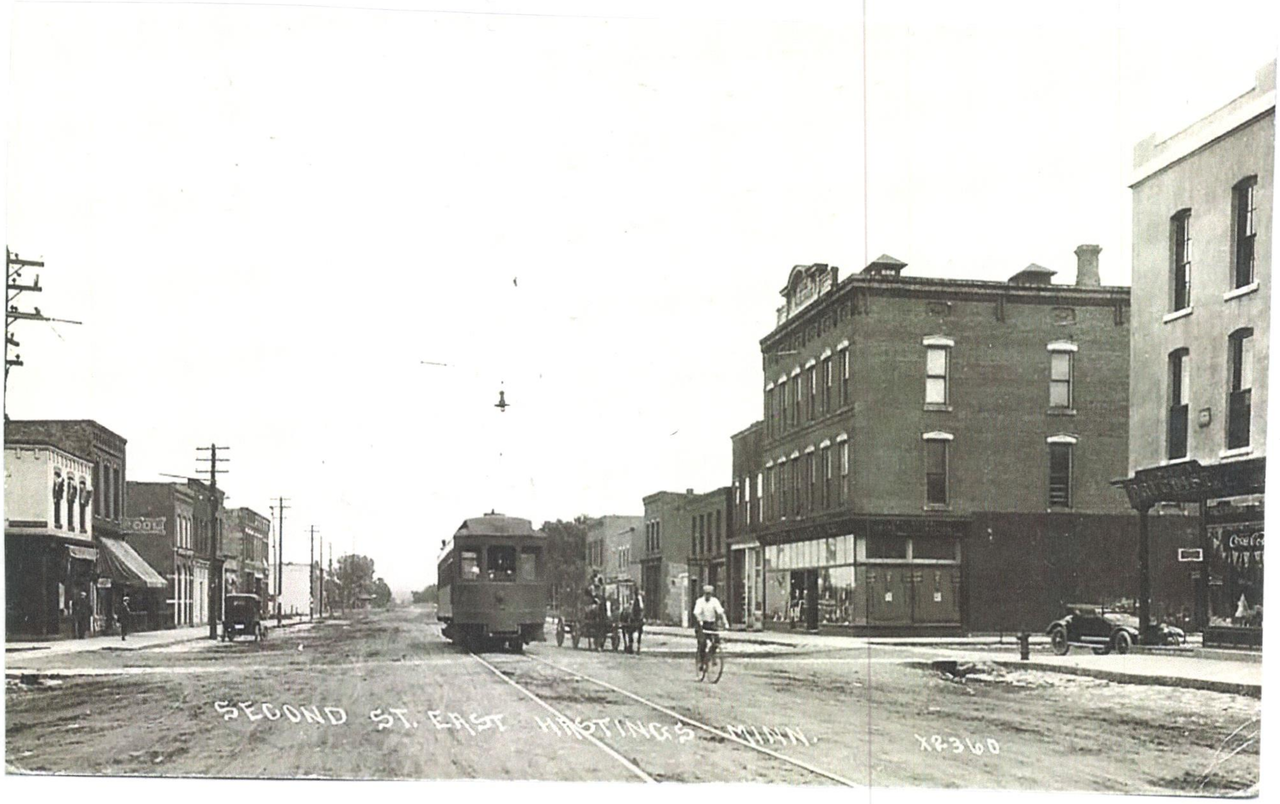
A Twin City Rapid Transit Co. legal department correspondence index contained references to the use of TCRT equipment on and services performed for the St.Paul Southern.
Dec. 1918: passenger cars.
Jan. 1919: passenger car 1302.
Aug. 1920: passenger car 1334.
Feb. 1923: wrecker.
Jul. 1924: replace car on track.
Feb. 1925: snow plow.
Dec. 1925: snow plow.
Dec. 1925: repairs to StP.S. snow plow $1,721.
Jan. 1927: snow plow.
Nov. 1927: repairs to StP.S. snow plow.

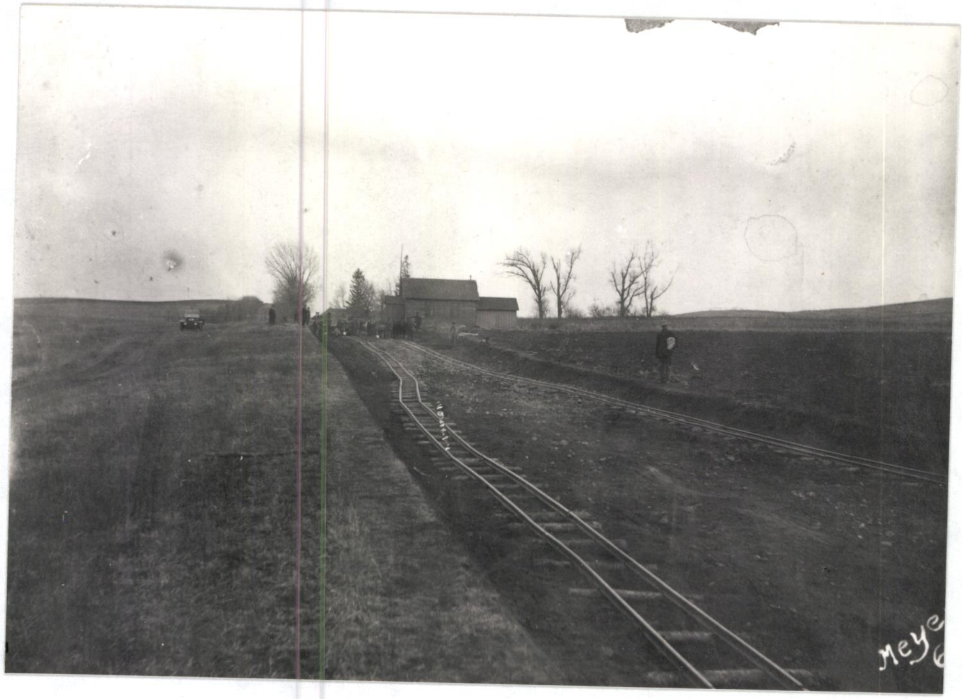
Even though the company was in precarious financial condition, the timetable effective December 27,1926, reproduced on the third track map page, indicated ten daily round trips. The service on this timetable required two cars which met at Pine Bend. The last timetable issued, effective May 15,1928, indicated that by this time service had been drastically curtailed to five daily round trips plus an additional round trip on Saturdays and Sundays only. Passenger service ended July 31,1928.

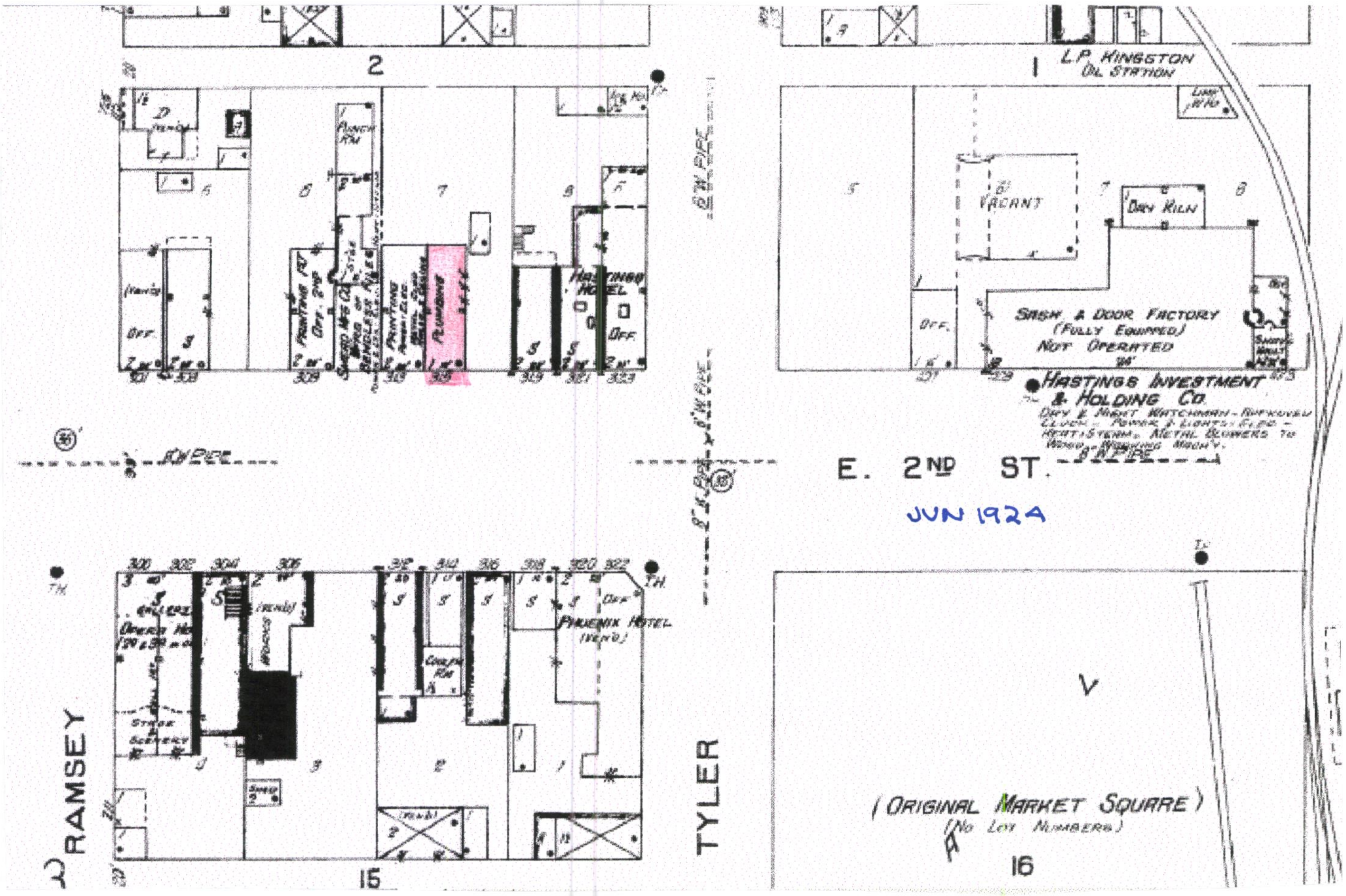
After the StP.S.E. Ry. abandonment, when M&StPS RR was operating service to the carhouse wye, the southbound destination sign used was S. St.PAUL-INVER GROVE with front vestibule window board lettered TO FAULKNER AVE.

Freight Service

The interchange track with the Chicago Great Western Ry. at Inver Grove was presumably used for handling carloads of construction materials used in building the line. An occasional carload of coal for heating the Pine Bend substation was received on this track. A gravel pit at the western edge of Hastings was served by a spur track, but apparently only gravel for track ballast was hauled. I do not have the definition of the Freight Revenue classification in MRR&WC annual reports; I assume it comprises the package freight carried on passenger runs.




Meye
6


2
1
L.P. KINGSTON
OIL STATION
VACANT
DRY KILN
SASH & DOOR FACTORY
(FULLY EQUIPPED)
NOT OPERATED
HASTINGS INVESTMENT
& HOLDING CO.
DAY & NIGHT WATCHMAN - APPROVED CLOCK - POWER & LIGHTS: ELEC. - HEAT: STEAM - METAL BLOWERS TO WOOD-WORKING MACH'Y.
HASTINGS HOTEL
PLUMBING
PRINTING
PUNCH RM
OFF.
E. 2ND ST.
JUN 1924
OPERA HO.
STAGE & SCENERY
PHOENIX HOTEL (VEN'D)
COOLER RM
RAMSEY
TYLER
(ORIGINAL MARKET SQUARE)
(NO LOT NUMBERS)
15
16

Real Estate

Farm Lands and City Property

Farm Loans

High Class Real Estate first mortgages bought and sold—Money loaned on improved property

Insurance

Fire, Tornado, Life, Accident, Workman's Compensation Liability. Only first class Companies represented.

This office has a conservative policy based upon twenty years' experience and meets the business problems of its customers by furnishing them

RELIABLE PROPERTY VALUES
SAFE INVESTMENTS
AND THE
BEST INSURANCE PROTECTION

Hastings, Minn.

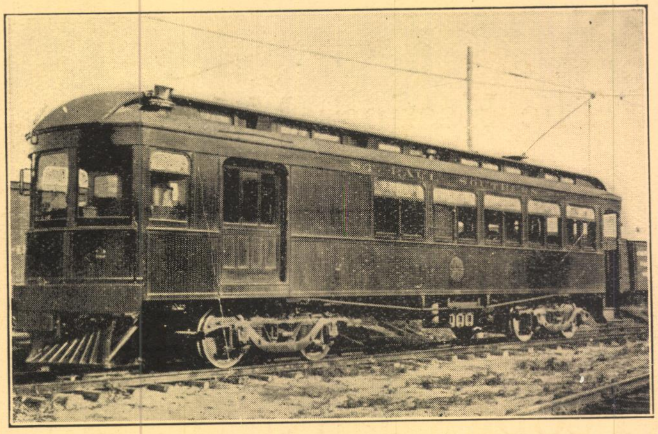
Where you can find a Home if you want it; Prosperity if you work for it; Rest and Recreation if you need it

Frances L. Boynton & Co.

HASTINGS - - - MINNESOTA

ST. PAUL SOUTHERN

Electric Railway



Cars Leave Hastings

Fifteen minutes after every hour, beginning at 6:15 a. m., the last car leaving at 8:15 p. m.

Cars Leave St. Paul

Forty minutes after every hour, beginning at 5:40 a. m., the last car leaving at 6:40 p. m.

For the accommodation of those who desire to attend the theatres in St. Paul in the evening and those who desire to remain late in the city, an extra car has been placed in operation and leaves St. Paul at 11:20 every night.

J. J. McDonald, Supt., Hastings, Minn.

Ramsey Mill

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Scene on St. Paul Southern

A sufficient number of luxurious and elegant cars are now in operation to give an hourly service from St. Paul to Hastings. Grades have been established and curves laid out making our line equal to any, and excelling many of the steam roads of this part of the country in such a manner that speed may be acquired and safety maintained, special attention being given to the maintenance of the roadbed and equipment.

The advent of our road affords ideal locations for home-loving people to provide beautiful residences in the quiet of the suburban districts. The hourly service of the St. Paul Southern affords most excellent transportation facilities.

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Real Estate

Farm Lands and City Property

Farm Loans

High Class Real Estate first mortgages bought and sold—Money loaned on improved property

Insurance

Fire, Tornado, Life, Accident, Workman's Compensation Liability. Only first class Companies represented.

This office has a conservative policy based upon twenty years' experience and meets the business problems of its customers by furnishing them

RELIABLE PROPERTY VALUES
SAFE INVESTMENTS
AND THE
BEST INSURANCE PROTECTION

Hastings, Minn.

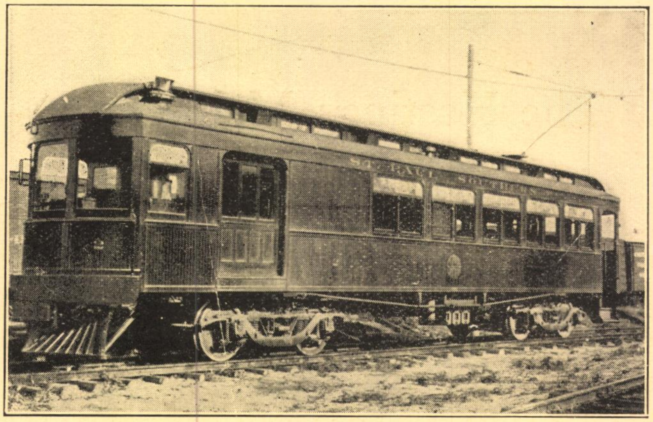
Where you can find a Home if you want it; Prosperity if you work for it; Rest and Recreation if you need it

Frances L. Boynton & Co.

HASTINGS - - - MINNESOTA

ST. PAUL SOUTHERN

Electric Railway



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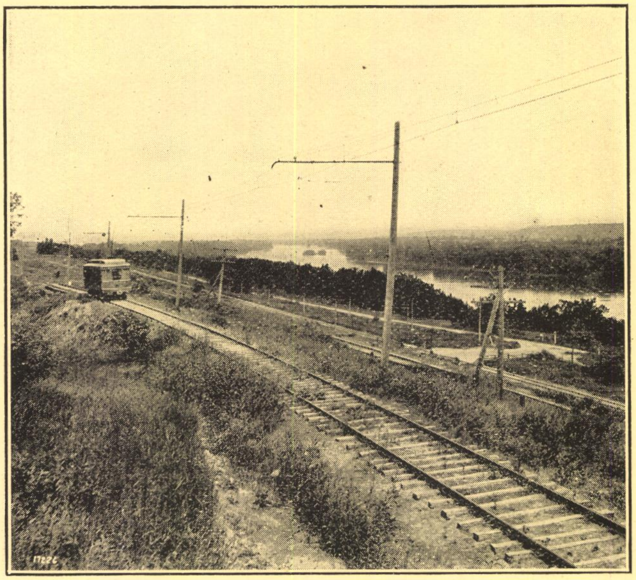

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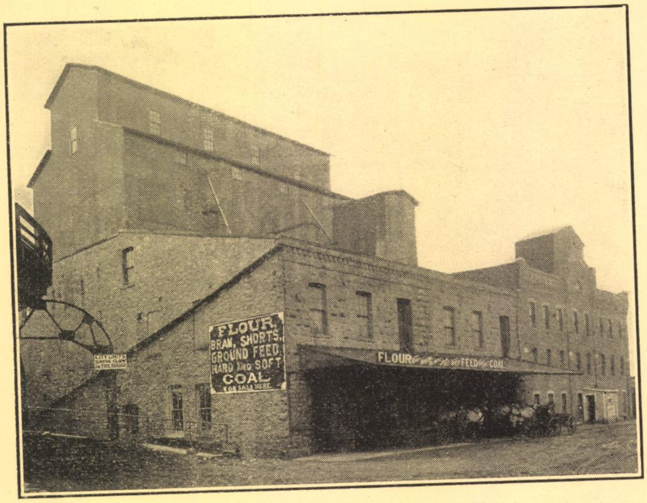


Plant of Hastings Malting Co.

The Hastings Malting Co.

Shippers and Receivers of all kinds of Grain

Also Dealers in Flour and Feed

HASTINGS :: :: MINNESOTA

Peoples Bank *of* St. Paul

Corner Sixth and Wabasha

Capital and Surplus, $350,000

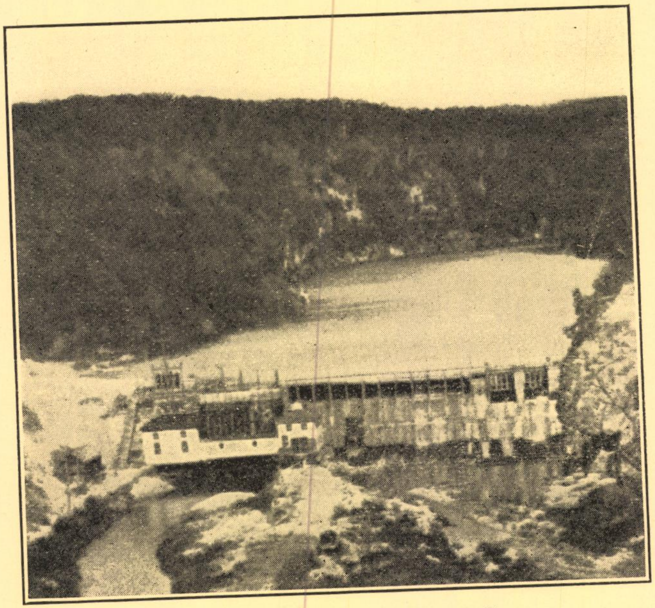
Our Savings Department Pays

4% Interest

Commercial Accounts Solicited

OFFICERS

Kelsey S. Chase	*President*
H. G. Allen	*Vice-President*
A. Hirschman	*Vice-President*
L. C. Stebbins	*Vice-President*
A. I. Mellenthin	*Cashier*
John R. Schuknecht	*Assistant Cashier*



Plant of River Falls Power Co.

The River Falls Power Company

Operating Plants at

Hastings, Minn. - Prescott, Wis.

and Furnishing Power for the

ST. PAUL SOUTHERN Electric Railway Company

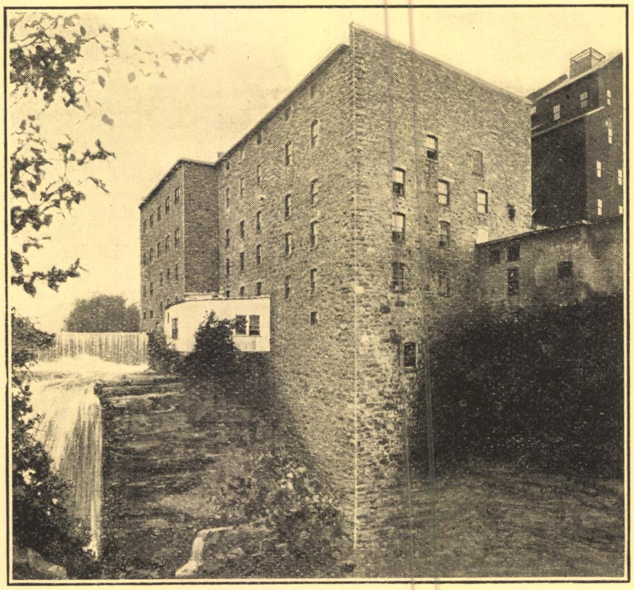
Do It Electrically

And we will co-operate with the commercial organizations of our cities in giving the cheapest power rates obtainable for manufacturing purposes.

Make Hastings or Prescott your suburban home. We welcome you electrically.

For particulars write

P. E. Sievert, Mgr. Hastings, Minn.



Plant of Gardner Mills

GARDNER MILLS

Hastings is an ideal location for factories on account of cheap power rates and is easily accessible to the Twin Cities.

THE HOME OF

King Midas Flour

The Highest Priced Flour in America

WORTH ALL IT COSTS

Daily Capacity 2,500 Barrels

Shane Brothers & Wilson
Hastings, Minn.

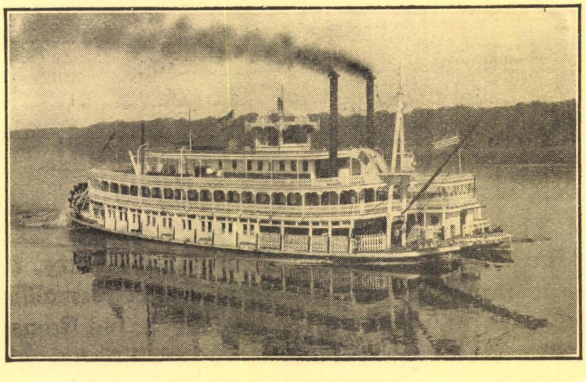
Spring Lake

A TRIP to Spring Lake on the St. Paul Southern will be a most enjoyable one. After a cool, swift ride through the country, free from smoke, cinders and dust, on easy riding cars, you will arrive at Spring Lake. Here abound rocks, hills, sparkling brooks, and all to make a most desirable outing place for the dwellers of the Twin Cities as well as those along the line.

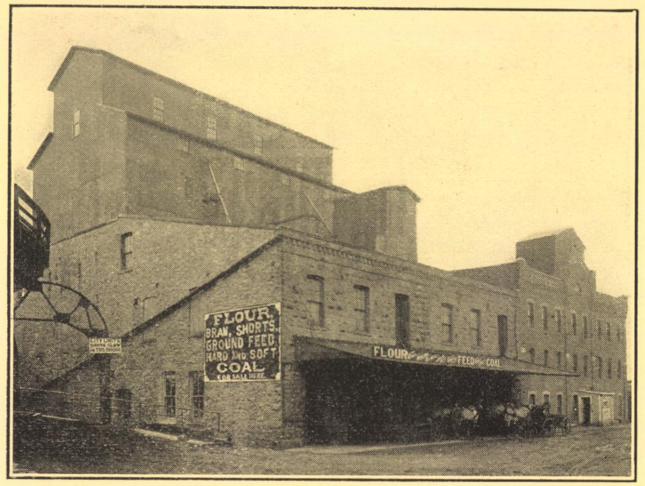
The lake is very large making it suitable for all classes of water sports.

It is an excellent place for picnics, there being many acres of beautiful trees and green grass.

Its popularity as a fishing resort is proven by the great number of fishermen that visit the lake each year.



Steamer W. W.



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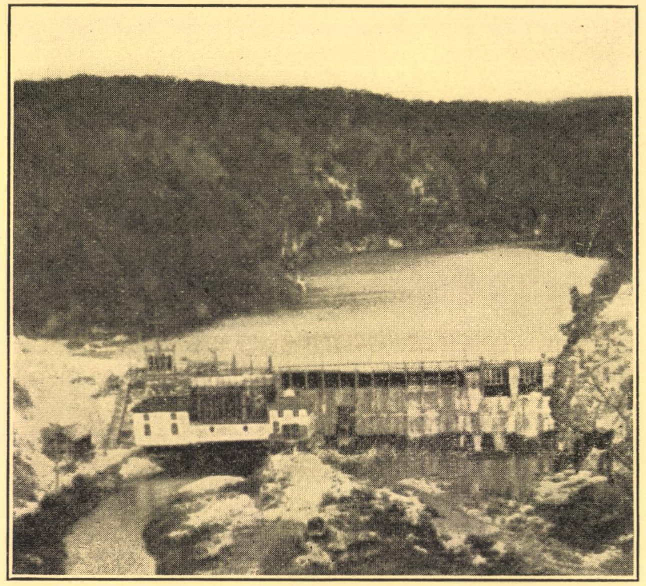

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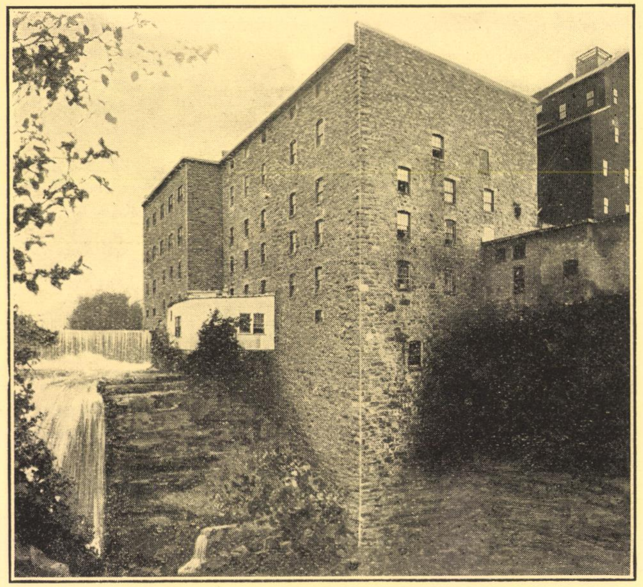

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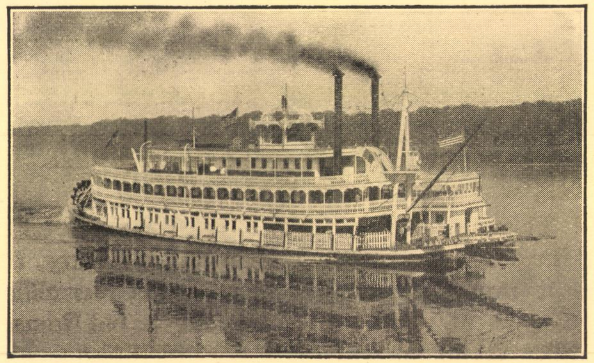

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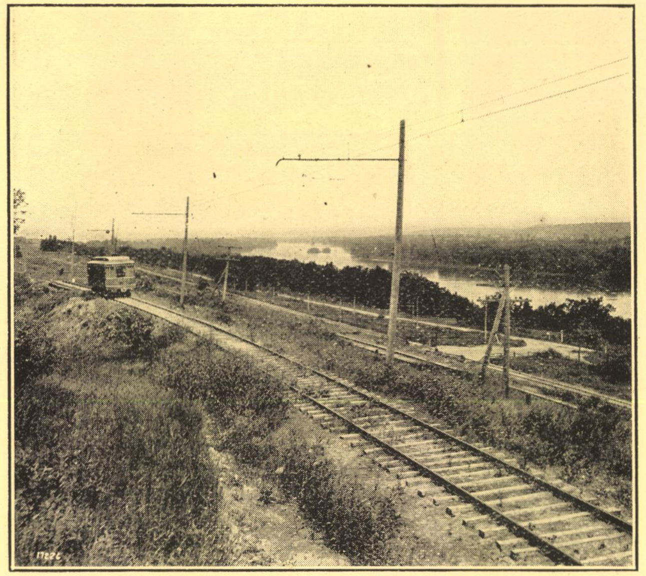

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Insurance

Fire, Tornado, Life, Accident, Workman's Compensation Liability. Only first class Companies represented.

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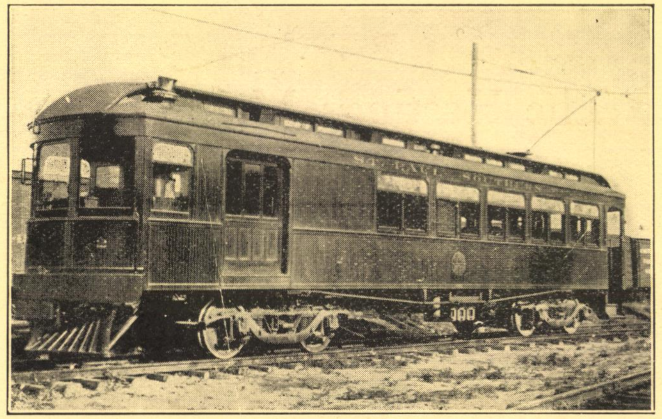
Hastings - - - Minnesota

ST. PAUL SOUTHERN

Electric Railway



Cars Leave Hastings

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Forty minutes after every hour, beginning at 5:40 a. m., the last car leaving at 6:40 p. m.

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J. J. McDonald, Supt., Hastings, Minn.

Notice to the Public

St. Paul Southern Electric Railway Company

CHANGE OF SCHEDULE

EFFECTIVE MARCH 25th, 1915

Lv. Hastings	Ar. Inver Grove
7:00 A. M.	7:55 A. M.
8:00 “ “	8:55 “ “
9:00 “ “	9:55 “ “
10:00 “ “	10:55 “ “
11:00 “ “	11:55 “ “
1:00 P. M.	1:55 P. M.
3:00 “ “	3:55 “ “
4:00 “ “	4:55 “ “
5:00 “ “	5:55 “ “
6:00 “ “	6:55 “ “
7:00 “ “	7:55 “ “
8:00 “ “	8:55 “ “
9:00 “ “	9:55 “ “
11:00 “ “	11:55 “ “

Lv. Inver Grove	Ar. Hastings
7:06 A. M.	7:57 A. M.
8:06 “ “	8:57 “ “
9:06 “ “	9:57 “ “
10:06 “ “	10:57 “ “
12:06 P. M.	12:57 P. M.
2:06 “ “	2:57 “ “
3:06 “ “	3:57 “ “
4:06 “ “	4:57 “ “
5:06 “ “	5:57 “ “
6:06 “ “	6:57 “ “
7:06 “ “	7:57 “ “
8:06 “ “	8:57 “ “
10:06 “ “	10:57 “ “
12:06 A. M.	12:57 A. M.

The last car leaving Hastings formerly at 10:00 p. m. will after March 25th, 1915, leave at 11:00 p. m. There will also be a car at 9:00 p, m.

The car leaving Inver Grove at 9:06 p. m. will be changed to 10:06 p. m. There will also be a car at 8:06 p. m.

This schedule effective March 25th, 1915.

All South St. Paul and Inver Grove cars leave Fifth and Robert Streets 20 minutes past the hour for Inver Grove to make connections with the St. Paul Southern Electric Railway.

HASTINGS —to— ST. PAUL

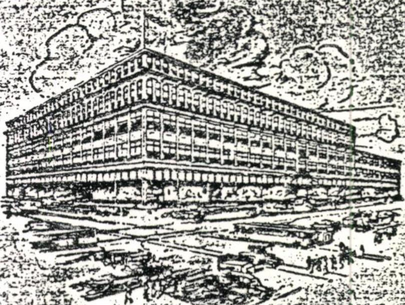
Hastings	Inver Gr.	S.St.Paul	St. Paul, 7th&Wab.
LV	AR	AR	AR
	†6:33 AM	6:42 AM	7:10 AM
6:45 AM	7:33 AM	7:42 AM	8:10 AM
8:45 AM	9:33 AM	9:42 AM	10:10 AM
9:45 AM	10:33 AM	10:42 AM	11:10 AM
1:45 AM	12:33 PM	12:42 PM	1:10 PM
12:45 PM	1:33 PM	1:42 PM	2:10 PM
3:45 PM	4:33 PM	4:42 PM	5:10 PM
4:45 PM	5:33 PM	5:42 PM	6:10 PM
6:45 PM	7:33 PM	7:42 PM	8:10 PM
7:45 PM	8:30 PM		
9:45 PM	10:23 PM	10:32 PM	11:00 PM

Leaves Inver Grove for St. Paul.

s with Inver Grove car at wye.

ST. PAUL —to— HASTINGS

St. Paul, 7th&Wab.	S.St.Paul	Inver Gr.	Hastings
LV	AR	AR	AR
7:10 AM	7:42 AM	7:50 AM	8:37 AM
8:10 AM	8:42 AM	8:50 AM	9:37 AM
10:10 AM	10:42 AM	10:50 AM	11:37 AM
11:10 AM	11:42 AM	11:50 AM	12:37 PM
1:10 PM	1:42 PM	1:50 PM	2:37 PM
2:10 PM	2:42 PM	2:50 PM	3:37 PM
5:10 PM	5:42 PM	5:50 PM	6:37 PM
6:10 PM	6:42 PM	6:50 PM	7:37 PM
8:10 PM	8:42 PM	8:50 PM	9:37 PM
11:20 PM	11:40 PM	11:49 PM	12:27 AM



- "Fastest Growing Store in the Twin Cities"
- Over Half a Hundred Stores Under One Roof
- Fresh Washed Air to Breathe; Pure Artesian Water to Drink
- The Ideal Place for You to Shop While in Saint Paul
- St. Paul Southern Cars Pass Our Doors

THE EMPORIUM

"FASTEST GROWING STORE IN THE TWIN CITIES"

SAINT PAUL

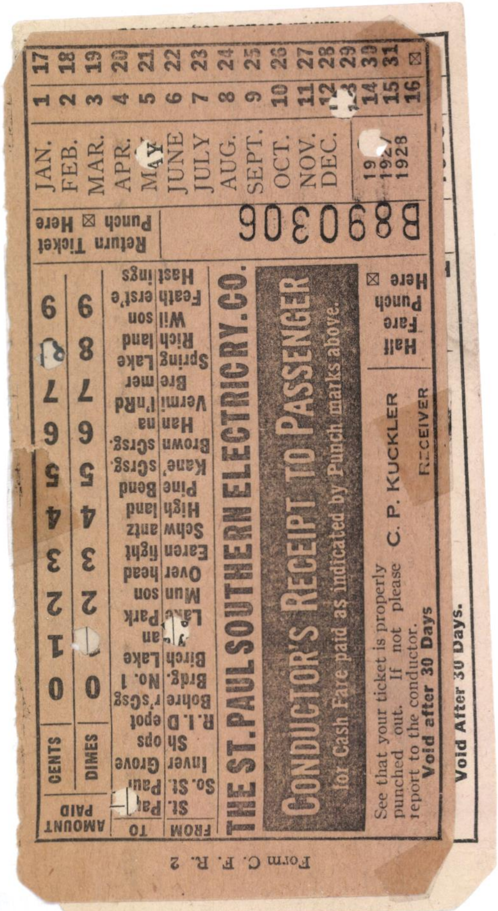
ST. PAUL SOUTHERN ELECTRIC RAILWAY CO.

SCHEDULE

ST. PAUL SOUTHERN

Effective January 5, 1918
Subject to Change Without Notice

R. M. LA BELLE S
Hastings



Form C. F. R. 2

THE ST. PAUL SOUTHERN ELECTRIC RY. CO.

CONDUCTOR'S RECEIPT TO PASSENGER

for Cash Fare paid as indicated by Punch marks above.

FROM	TO
St.	Paul
So. St.	Paul
Inver	Grove
Sh	ops
R. I. D	epot
Bohre	r'sCsg
Brdg.	No. 1
Birch	Lake
[illegible]	an
Lake	Park
Mun	son
Over	head
Earen	fight
Schw	antz
High	land
Pine	Bend
Kane'	sCrsg.
Brown	sCrsg.
Han	na
Vermi	l'nRd
Bre	mer
Spring	Lake
Rich	land
Wil	son
Feath	erst'e
Hast	ings

AMOUNT PAID

DIMES	CENTS
0	0
	1
2	2
3	3
4	4
5	5
6	6
7	7
8	
9	9

See that your ticket is properly punched out. If not please report to the conductor.
Void after 30 Days

C. P. KUCKLER
RECEIVER

Half Fare Punch Here ☒

B890306

Return Ticket Punch ☒ Here

JAN.	1	17	
FEB.	2	18	
MAR.	3	19	
APR.	4	20	
MAY	5	21	
JUNE	6	22	
JULY	7	23	
AUG.	8	24	
SEPT.	9	25	
OCT.	10	26	
NOV.	11	27	
DEC.	12	28	
19	13	29	
1927	14	30	
1928	15	31	
	16	☒	

Void After 30 Days.

ST. PAUL SOUTHERN ELECTRIC RY.

J. J. McDONALD, Supt., Hastings, Minn.

—HOURLY SERVICE— All Cars Run Daily 29	27	3 to 25	1	Miles	5-7-1916 540	2	6	—HOURLY SERVICE— All Cars Run Daily 8 to 28	30	32	34
11 10	6 40	Cars leave	5 40	0	Lv. St. Paul. 247281. Ar	5 40	7 40	Cars leave	7 40	c	c
11 16	6 46	ST. PAUL	5 46	1	5th & Robert	5 34	7 34	HASTINGS	7 34		
11 40	7 10	every hour	6 10	5	South St. Paul...4510	5 12	7 12	every hour	7 12		
11 47	7 17	for	6 17	8	Inver Grove......200	5 05	7 06	for	7 06	8 06	9 06
12 02	7 32	HASTINGS	6 32	12	Ryan		6 56	ST. PAUL	6 56	7 56	8 56
12 04	7 34	on Corre-	6 34	12	Lake Park	N	6 54	on Corre-	6 54	7 54	8 54
12 12	7 42	sponding	6 42	14	Highland	O	6 48	sponding	6 48	7 48	8 48
12 15	7 45	Schedule	6 45	18	Pine Bend	T	6 45	Schedule	6 45	7 45	8 45
12 21	7 51		6 51	20	Todd	E	6 36		6 36	7 36	8 36
12 23	7 53		6 53	21	Spring Lake		6 33		6 33	7 33	8 33
12 27	7 57		6 57	23	Wilson		6 29		6 29	7 29	8 29
12 37	8 07		7 07	26	Ar. Hastings..3983. Lv		6 15		6 15	7 15	8 15

NOTE—Additional Car lv Inver Grove 6.06 am, ar St. Paul 6.40.

c No. 82 and No. 84 connect with Inver Grove car for St. Paul.

SCHEDULE

Effective Jan. 5th, 1918

St. Paul Southern Electric Ry. Co.

Schedule of trains subject to change without notice

Leave Hastings	Arrive Inver Grove	Arrive So. St. Paul	Arrive St. Paul 7th & Wab.	Leave St. Paul 7th & Wab.	Arrive So. St. Paul	Arrive Inver Grove	Arrive Hastings
	† 6.33Am	6.42Am	7.10Am				
6.45Am	7.33	7.42	8.10	7.10Am	7.42Am	7.50Am	8.37Am
8.45	9.33	9.42	10.10	8.10	8.42	8.50	9.37
9.45	10.33	10.42	11.10	10.10	10.42	10.50	11.37
11.45	12.33Pm	12.42Pm	1.10Pm	11.10	11.42	11.50	12.37Pm
12.45Pm	1.33	1.42	2.10	1.10Pm	1.42Pm	1.50Pm	2.37
3.45	4.33	4.42	5.10	2.10	2.42	2.50	3.37
4.45	5.33	5.42	6.10	5.10	5.42	5.50	6.37
6.45	7.33	7.42	8.10	6.10	6.42	6.50	7.37
* 7.45	8.30			8.10	8.42	8.50	9.37
9.45	10.23	10.32	10.54	11.20	11.40	11.49	12.27Am

† Leaves Inver Grove at 6:33 a. m. for St. Paul.

* Connects with Inver Grove car at Inver Grove Wye.

To make complaints, offer suggestions, or for further information telephone or write

R. M. LA BELLE, Supt.

Hastings, Minn

1920

R. E. COBB
CREAM STATION
Company
Cash Buyers
CREAM — PRODUCE
HIDES — FURS
BERT W. NEU
Phone 1914
409 Vermillion St.

N. F. KRANZ P. J. BROWNSON
W. J. WRIGHT DR. L. D. PECK
P. W. MULLANY
C. W. HETHERINGTON

TIMETABLE.
ST. PAUL SOUTHERN ELECTRIC RAILWAY CO.

To St. Paul.

No.		No.	
4	6:30 a. m.	14	3:30 p. m.
6	8:30 a. m.	16	4:30 p. m.
8	9:30 a. m.	18	6:30 p. m.
10	11:30 a. m.	20	7:30 p. m.
12	1:30 p. m.	22	9:30 p. m.

To Hastings.

No.		No.	
1	7:00 a. m.	11	3:00 p. m.
3	8:00 a. m.	13	5:00 p. m.
5	10:00 a. m.	15	6:00 p. m.
7	11:00 a. m.	17	8:00 p. m.
9	1:00 p. m.	19	11:18 p. m.

P. M. KRANZ
CHICAGO MEAT MARKET
Dealer in
Fresh and Salt Meats, Game,
Oysters and Poultry in Season
Phone No. 523
We Make Our Own Sausage

St. Paul Southern Electric Railway Co.

TIME TABLE NO. 12.

EFFECTIVE 12:01 A. M., May 15, 1928.

Subject to change without notice

North Bound, leaving Hastings (read down) **South Bound, leaving St. Paul (read up)**

Daily 2	Daily 4	Daily 6	Daily 8	Daily 10	Sat. Sun. Only 12	STATIONS	Daily 1	Daily 3	Daily 5	Daily 7	Daily 9	Sat. Sun. Only 11
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.		A. M.	P. M.	P. M.	P. M.	P. M.	A. M.
6:35	9:40	12:40	3:40	6:35	9:40	Hastings	9:15	12:15	3:15	6:17	9:17	12:27
6:48	9:53	12:53	3:53	6:48	9:53	Wilson	9:06	12:06	3:06	6:08	9:08	12:18
7:00	10:05	1:05	4:05	7:00	10:05	Pine Bend	8:53	A. M. 11:53	2:53	5:55	8:55	12:05
7:08	10:13	1:13	4:13	7:08	10:13	Ryan	8:45	11:45	2:45	5:47	8:47	P. M. 11:57
7:16	10:21	1:21	4:21	7:16	10:21	Shops	8:35	11:35	2:35	5:37	8:37	11:47
7:20	10:25	1:25	4:25	7:20	10:25	Inver Grove Y	8:31	11:31	2:31	5:33	8:33	11:43
7:28	10:33	1:33	4:33	7:28	10:33	South St. Paul	8:23	11:23	2:23	5:25	8:25	11:35
7:46	10:51	1:51	4:51	7:46	10:51	St. Paul	8:03	11:03	2:03	5:05	8:05	11:15

Express and Packages carried on all passenger cars between St. Paul and Hastings.

ORIGINAL
12-27-26

The Tourists' Cafe in Hastings.

THE HOME CAFE

A. B. MICHAELSON, Prop.

Phone 3411

316 E. Second Str. Meals—Lunches—Ice Cream—Cigars—Candy Hastings, Minn.

HASTINGS—to—SAINT PAUL

LEAVE Hastings	ARRIVE Inver Grove	ARRIVE South St. Paul	ARRIVE St. Paul
LV	AR	AR	AR
	†6:21AM	6:30AM	6:50AM
6:30AM	7:14AM	7:22AM	7:40AM
8:30AM	9:14AM	9:22AM	9:40AM
9:40AM	10:24AM	10:32AM	10:50AM
11:30AM	12:14PM	12:22PM	12:40PM
1:30PM	2:14PM	2:22PM	2:40PM
3:35PM	4:20PM	4:28PM	4:48PM
4:35PM	5:20PM	5:28PM	5:48PM
6:35PM	7:20PM	7:28PM	7:48PM
*7:30PM	8:14PM		
9:40PM	10:24PM	10:32PM	10:50PM

†Leaves Inver Grove Shops at 6:17 A. M. for St. Paul.
*Connects with Twin City Car at Inver Grove Wye.

ST. PAUL—to—HASTINGS

LEAVE St. Paul 7 & Wab	ARRIVE South St. Paul	ARRIVE Inver Grove	ARRIVE Hastings
LV	AR	AR	AR
7:05AM	7:25AM	7:35AM	8:15AM
8:05AM	8:25AM	8:35AM	9:15AM
10:05AM	10:25AM	10:35AM	11:15AM
11:05AM	11:25AM	11:35AM	12:15PM
1:07PM	1:27PM	1:35PM	2:15PM
3:07PM	3:27PM	3:35PM	4:20PM
5:07PM	5:27PM	5:35PM	6:20PM
6:07PM	6:27PM	6:35PM	7:20PM
8:05PM	8:25PM	8:35PM	9:15PM
11:15PM	11:35PM	11:43PM	12:20PM

Spend your outing at Spring Lake. Good fishing.
Express and Package carried on all Passenger Cars between St. Paul and Hastings.

At the End of the Line You'll Find

THE HASTINGS HOTEL

WM. RADKE, Prop.

Every Comfort of Home at Moderate Prices

Board and Room by the week—$7 Board and Room by the Day—$1.50

Tobacco, Cigars, Cigarettes and Candy.

MEYER & CO.

Dry Goods and Clothing

Largest Stocks

Lowest Prices

It will pay you to inspect our merchandise

Call on Us When In Hastings

ST. PAUL SOUTHERN ELECTRIC RAILWAY CO.

SCHEDULE

ST. PAUL SOUTHERN

Effective December 27, 1926.

Subject to Change Without Notice

C. P. KUCKLER, Receiver

Hastings, Minn.

ORIGINAL

Wright & Austin Company

Dry Goods and Men's Furnishings

SPECIALIZING IN—

- Sunlight Yarns
- Athena Underwear
- Colonial Draperies
- Wearwell Sheets and Blankets
- Redfern Coats
- Fancy China and Glassware
- Cut Flowers and Potted Plants

Hastings, Minn. Phone 673

Page 164

DATE Nov. 30,1915. St. Paul Bulletin **No.** 48

TWIN CITY LINES

BULLETIN

OPERATING DEPARTMENT

SUBJECT:

DISPATCHING.

TO

TRAINMEN

INVER GROVE
and
THE ST. PAUL SOUTHERN ELECTRIC RY. LINES.

Effective Wednesday, December 1st,1915.

The dispatching of all Inver Grove and The St. Paul Southern Electric Railway trains, between South St. Paul wye and Inver Grove will be handled by the dispatcher at Seventh Street Station.

The movement of all trains between the two above named points will be governed by dispatcher's orders.

Trainmen will especially familiarize themselves with the following rules: Nos. 43 - 50 - 52 - 63 - 70 and 71 Suburban Rule Book.

On and after this date rules governing Suburban line operation will be in effect between South St. Paul and Inver Grove and no train shall move over this track without orders from dispatcher. See Suburban Rule Book.

"D"

F. F. Canfield

General Superintendent.

ST. PAUL PASSENGERS ON CARS

OF

ST. PAUL SOUTHERN ELECTRIC RAILWAY COMPANY

1923

	Passengers	Amount
January	7,071	$254.56
	7,666	275.97
February	6,493	233.75
	6,779	244.04
March	6,640	239.04
	6,911	248.80
April	6,411	230.80
	3,835	138.06
May	5,898	212.33
	6,653	239.51
June	5,509	198.32
	5,344	192.38
July	6,042	217.51
	3,786	136.30
August	4,794	172.58
	4,952	178.27
September	5,489	197.60
	4,688	168.77
October	4,812	173.23
	5,013	180.47
November	4,831	173.92
	5,351	192.63
December	5,110	183.96
	5,758	207.29
	135,836	$4,890.09

3-17-24.

C.H

TO EMPLOYEES ST. PAUL SOUTHERN ELECTRIC RAILWAY CO. effective

RULES AND REGULATIONS: Oct. 1, 1927

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

The following persons are permitted to ride in the cab of the cars of this Company:

C. F. KUCKLER
LOUIS HOFFMAN

1 UNDER NO CIRCUMSTANCES WILL ANY OTHER PERSON BE PERMITTED TO RIDE IN THE CAB. Conductor's are permitted only while giving orders to the Motorman.

Section foreman is permitted to ride in cab over this Company's line while going from Station to Station.

NO PERSON SHALL [illegible] CAR EXCEPT THE MOTORMAN IN CHARGE OR AUTHORISED OFFICIALS.

MOTORMEN ARE TO KEEP CAB DOOR CLOSED.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

2 Motormen on all cars reduce speed to Eight (8) miles an hour while going over Bridges Four (4), Six (6), and Ten (10), and reduce speed to Five (5) miles an hour crossing the car barn wye both ways.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

3 Motormen on all cars South Bound reduce speed to Eight (8) miles an hour coming down Fifth (5th) Street hill, Hastings, Minn.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

4 Motormen are to slow down while nearing Exchange Street, and Fifth (5th) and Vermillion Street, Hastings, Minn. and the gong sounded.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

5 Motormen must bring North Bound cars to a full stop at Cameron's Store, Inver Grove, Minn., and the gong sounded before proceeding. Reduce speed to Four (4) miles an hour while passing over the crossing in front of Cameron's Store.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

6 Motormen on all cars facing spur sidings on meets at Ryan or Wilson must head in.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

7 Motormen shall always bring car to full stop before passing car that is standing on opposite track, and must have their car under absolute control when passing another car which is just getting started after having made a stop.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

8 Motormen shall always bring car to a full stop for every passenger desiring to board or alight.

xxxxxxxxxxxx xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

9 Motormen are not to start their car at any time until he receives Two (2) bells from the Conductor to go ahead.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

10 Motormen must not apply brakes when current is on, not apply current when brakes are applied.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

11 Motormen on all cars shall cut out Circuit Breaker and reverse handle placed in neutral, locking controller in off position when car is left standing at both ends of terminal.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

RULES AND REGULATIONS CONTINUED.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

12 Motormen must keep the ashes cleaned from the stove and keep the cab floor clean in his car. Ashes are to be cleaned out of the stove at the following times each day;

12:15 P.M.
7:20 P.M.
9:20 P.M.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

13 Motormen are to throw off controller at the following places:

NORTH BOUND CARS

Maple Street, Exchange Street, Featherstone Stop, Top of Featherstone Hill Wilson Switch, Vermillion Road, Brown's "X" and Kane's "X".

SOUTH BOUNDCARS

Rock Island Depot, Motz "X", Bridges No. 1, 2, 4, 5, Birch Lake, Overhead and Highland.

xxxxxxxxxx MOTORMEN ARE TO THROW OFF CONTROLLER AT LEAST EVERY THREE (3) MINUTES?

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

14 Motormen shall upon noticing LIGHTS BEING FLASHED STOP HIS CAR IMMEDIATELY AND THE CONDUCTOR SHALL CONNECT THE TELEPHONE AND CALL THE DISPATCHER BEFORE PROCEEDING.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

15 Motormen on all trains must bring their car to a full stop at PINE BEND SUBSTATION and are not to leave before scheduled train time.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

16 Conductors are not to give bells to go ahead until they getto the back platform of the car, whether starting the car from terminals or while receiving or discharging passengers.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

17 Conductors must ring up fares on Twin City Register after collecting at each seat and Register is not to be turned back until the end of each terminal.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

18 Conductors must not show trip sheets or give any information regarding receipts, except to authorized officials.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

19 Conductors shall not converse with passengers unnecessarily and must not discuss the affairs of the ST. PAUL SOUTHERN ELECTRIC RAILWAY CO. and must not allow their attention to be diverted from their duty.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

20 Conductors are to keep cars swept and papers picked up, but no sweeping is to be done while passengers are on the cars, and on completion of runs at night are to close all ventilators.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

21 Conductors are to keep the toilet doors locked in cars as follows: Hastings, beginning at Exchange Street, ST. PAUL, until the Rock Island Depot (This applies both ways.)

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Conductor's shall immediately upon arriving at a calling
22 Station, call the Dispatcher, so that the arriving time may be
correctly entered in daily train reports.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Conductor's wishing an O.K. to proceed with a car,
SHALL FIRST CALL THE DISPATCHER WITH FOUR (4) RINGS, and upon
ACKNOWLEDGEMENT BY DISPATCHER STATE AS FOLLOWS:

CONDUCTOR AND MOTORMAN'S NAME, TRAIN NUMBER, DIRECTION HE
23 WISHES TO PROCEED AND THE STATION FROM WHICH HE IS CALLING FROM.
SUCH AS:

Daly-Steffenhagen train #4 North at Hastings.

THE CONDUCTOR SHALL THEN RECEIVE HIS ORDERS FROM THE
DISPATCHER AND REPEAT THE ORDER BACK TO THE DISPATCHER WHO WILL
THEN GIVE HIM AN O.K.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Trainmen and others are to keep MAIN LINE SWITCHES CLOSED
24 and are not to be opened until they are to be used, and are to be
CLOSED IMMEDIATELY after the car has passed through.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Trainmen shall be responsible for the car leaving terminals
25 on time and for the safety of passengers while boarding and
alighting, to be courteous to passengers under all conditions and
to avoid any arguments with passengers.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Trainmen are to make report on card in Motorman's cab of
26 any defects on car which need attention or repairs, also to
report in WRITING to the office any defects along the line
that need attention.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Trainmen are to report every accident regardless how
27 trivial or who may be to blame on accident report blanks and
xxxxxxxxxxxleave at the office immediately on arrival at the office.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Trainmen are required to ABSTAIN ABSOLUTELY FROM THE USE
28 OF ALL INTOXICATING DRINKS, ALSO FROM SMOKING OR CHEWING TOBACCO
OF ANY KIND WHILE ON THE CAR.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

Trainmen should see that every car is thoroughly aired
and ventilated at both ends of the line as follows:

29 WHEN WITHIN TWO (2) BLOCKS OF THE ENDS OF EACH LINE
CONDUCTOR SHALL OPEN REAR DOOR OF CAR AND MOTORMAN SHALL OPEN
FRONT VESTIBULE AND CAB DOOR.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

In case telephones are out of order and conductor is
30 unable to get the DISPATCHER, HE SHALL PROCEED TO THE REGULAR MEETI
PLACE.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

DISPATCHER MUST AT ALL TIMES SET SEMAPHORE LOCATED AT
31 PINE BEND SUBSTATION AT HORIZONTAL POSITION, AND MEET TRAINS
xxxxxxxxxxxxON ARRIVAL AND GIVE FURTHER ORDERS TO CONDUCTORS ON TRAINS.

xxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxxx

THE ST. PAUL SOUTHERN ELECTRIC RAILWAY CO.

TIME SCHEDULE
NORTH BOUND

TIME TABLE NO 11
EFFECTIVE DEC. 27, 1926 12.01 AM.

NORTH BOUND TRAINS HOLD MAIN LINE AT PINE BEND

	2 AM	4 AM	6 AM	8 AM	10 AM	12 PM	14 PM	16 PM	18 PM	20 PM	22 PM
HASTINGS		6.30	8.30	9.40	11.30	1.30	3:35	4.35	6.35	# 7.30	9.40
WILSON		6.43	8.43	9.53	11.43	1.43	3.48	4.48	6.48	7.43	9.53
PINE BEND		6.55	8.55	10.05	11.55	1.55	4.00	5.00	7.00	7.55	10.05
RYAN		7.03	9.03	10.13	PM 12.03	2.03	4.08	5.08	7.08	8.03	10.13
SHOPS	*6.17	7.11	9.11	10.21	12.11	2.11	4.16	5.16	7.16	8.11	10.21
INVER GROVE "Y"	6.21	7.15	9.15	10.25	12.15	2.15	4.20	5.20	7.20	8.15	10.25
SOUTH ST. PAUL	6.29	7.23	9.23	10.33	12.23	2.23	4.28	5.28	7.28		10.33
ST. PAUL (3rd.& ROBT.)	6.49	7.40	9.40	10.50	12.40	2.40	4.45	5.45	7.45		10.50

SOUTH BOUND

	1 AM	3 AM	5 AM	7 AM	9 PM	11 PM	13 PM	15 PM	17 PM	19 PM
ST. PAUL (7th.& WAB.)	7.05	8.05	10.05	11.05	1.07	3.07	5.07	6.07	8.05	11.15
SOUTH ST. PAUL	7.25	8.25	10.25	11.25	1.25	3.25	5.25	6.25	8.25	11.33
INVER GROVE "Y"	7.33	8.33	10.33	11.33	1.35	3.35	5.35	6.35	8.33	11.40
SHOPS	7.37	8.37	10.37	11.37	1.39	3.39	5.39	6.39	8.37	11.44
RYAN	7.47	8.47	10.47	11.47	1.47	3.49	5.49	6.49	8.47	11.52
PINE BEND	7.55	8.55	10.55	11.55	1.55	4.00	6.00	7.00	8.55	AM 12.00
WILSON	8.08	9.08	11.08	PM 12.08	2.08	4.13	6.13	7.13	9.08	12.12
HASTINGS	8.17	9.17	11.17	12.17	2.17	4.22	6.22	7.22	9.17	12.20

* LEAVES INVER GROVE SHOPS FOR ST. PAUL
# CONNECTS WITH INVER GROVE CAR AT INVER GROVE "Y"

EQUIPMENT

Passenger Cars

Four interurban cars were received during 1914 from the Niles Car & Manufacturing Co. of Niles, Ohio, at a cost of $8,490 each. Numbers 1 and 2 were combination passenger-baggage motor cars. Numbers 51 and 52 were straight passenger motor cars. All had wood underframes and wood bodies. Each measured 51'0" long, weighed 29 tons, and was equipped with Baldwin 75-25-A trucks, four Westinghouse 306CA2 motors (70 h.p. each), and K type controller. Gearing was for a maximum speed of 55 m.p.h. Seating capacity was 48 persons in the passenger-baggage cars and 54 persons in the passenger cars. All cars were fitted with toilets. The original color scheme was dark green body with silver lettering. Snow plow attachments were fitted to the pilots during the winter months.

In later years the color scheme was changed to orange and maroon similar to the railroad passenger cars of the Chicago, Milwaukee, St.Paul & Pacific Ry.

Passenger-baggage car number 1 was destroyed by fire in June 1916 ~~early 1917~~. The trucks and motors were salvaged. After abandonment the remaining three cars were stored at the Inver Grove carhouse for some time, then eventually scrapped.

Snow Plow-Work Car-Locomotive

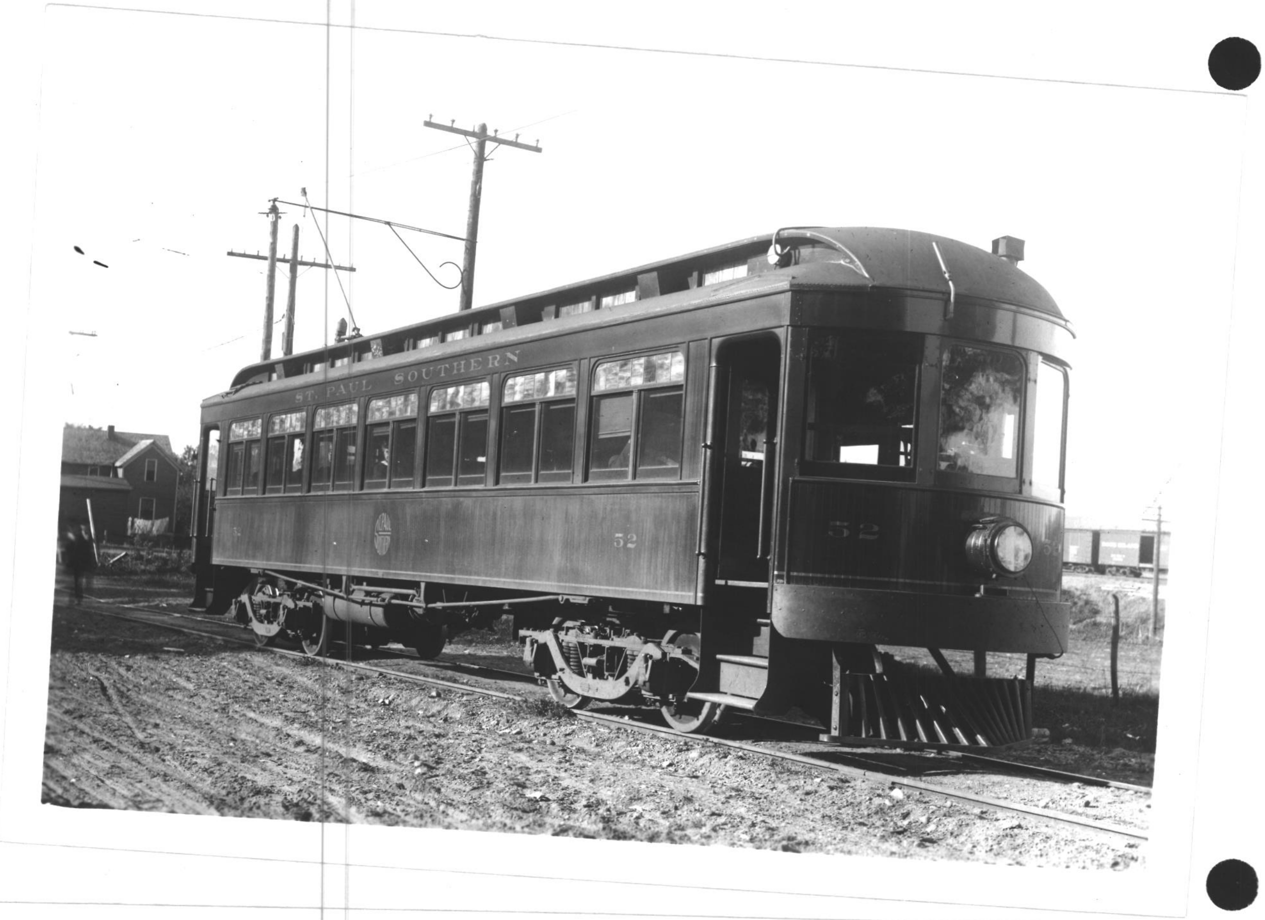
Negotiations were entered into with the Twin City Rapid Transit Co. for construction of a combined snow plow-work car-locomotive, using the salvaged trucks and motors from passenger-baggage car number 1. For economy reasons it was decided to use ~~sue~~ the same set of drawings, with minor modifications, that was used for the construction of the University of Minnesota switch car during 1914. TCRT completed the car, which carried no number, on October 15, 1917, at a cost of $6,487.68. The car was 40'0" long overall, 37'0" long over the body with the cab being 18'6½" long, 9'6" wide, and weighed 56,200 pounds. Equipment consisted of Baldwin 75-25-A trucks, 4 Westinghouse 306CA2 motors, one General Electric K-14 controller, automatic MCB couplers and Westinghouse automatic air brakes for train operation. Capacity of the car was listed as 30,000 pounds. The front snow plow and side wing plow were detachable.

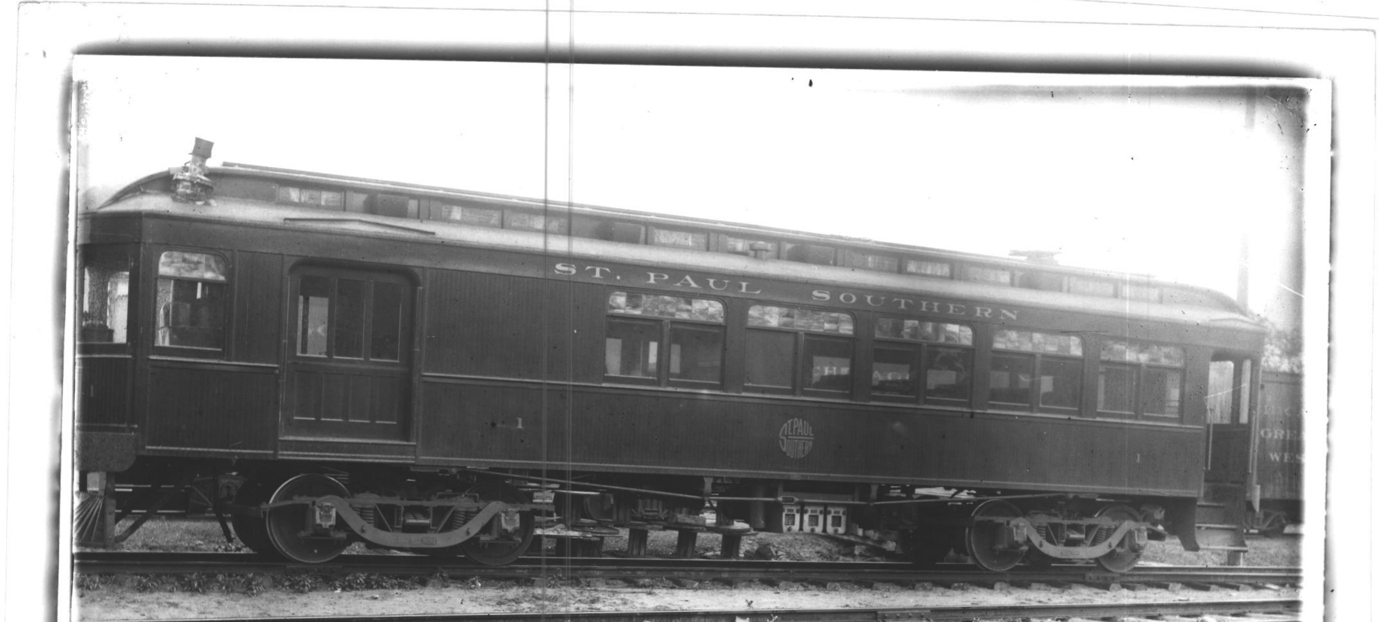
After abandonment, the car was sold in 1929 to W. D. Lovell, Minneapolis, who had purchased the Minneapolis, Anoka & Cuyuna Range Ry. at bankruptcy auction. Ownership was subsequently transferred to the Minenapolis, Anoka & Cuyuna Range Railroad which assigned number 110 to the car.

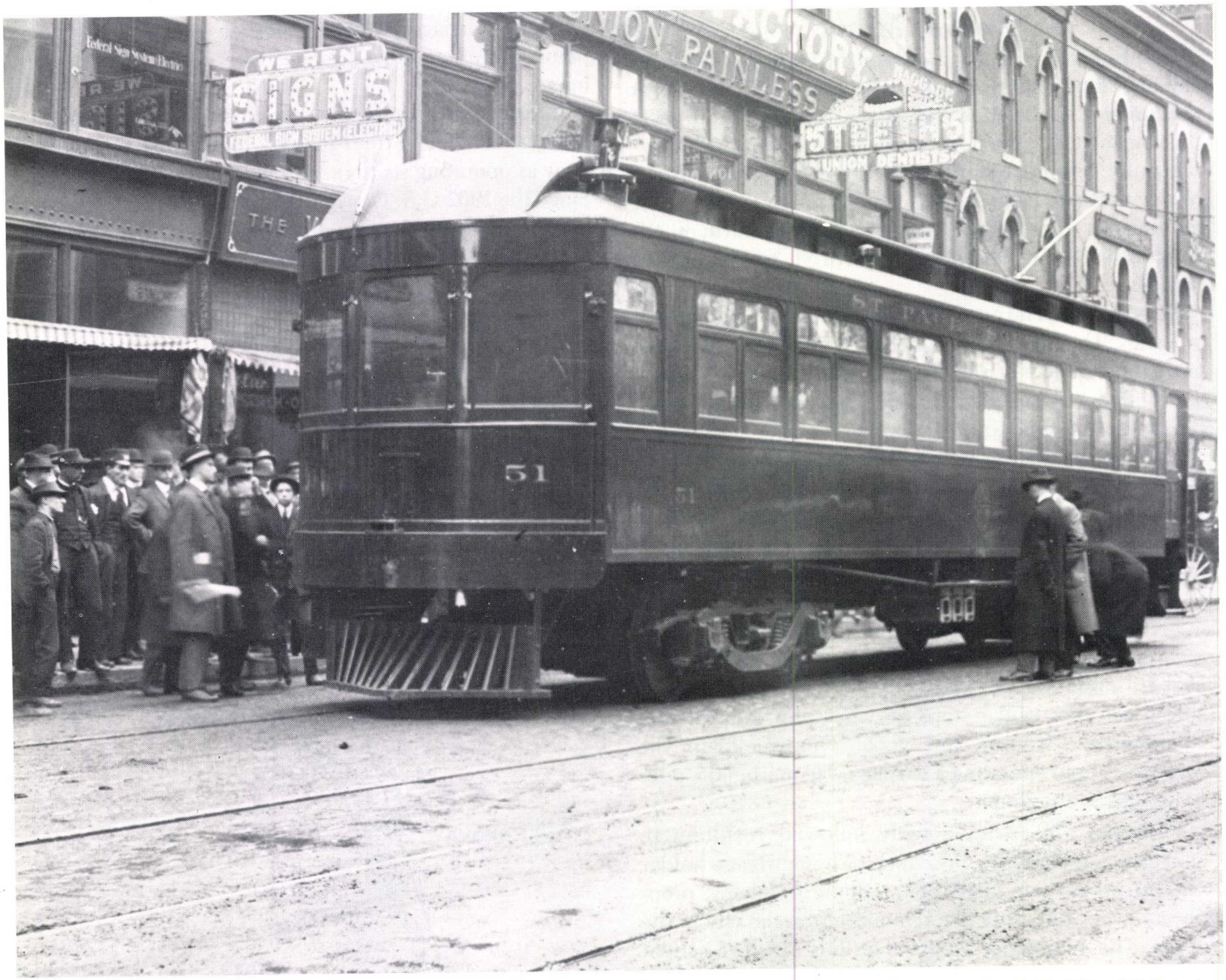
Railroad Freight Cars

During 1918 four railroad drop-bottom gondola trailers, built prior to 1895, were acquired second hand for $750 each. They were assigned numbers 101-104.

Their disposition is unknown.


ST. PAUL SOUTHERN
52
52

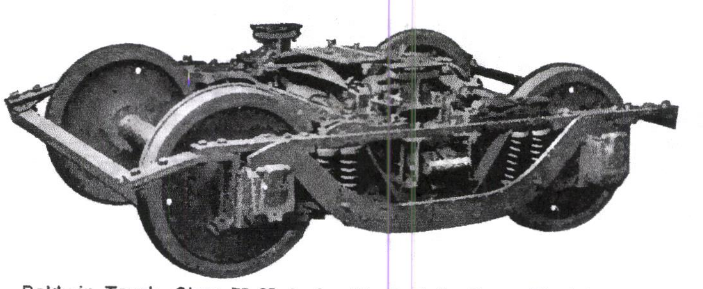

ST. PAUL SOUTHERN
ST. PAUL SOUTHERN
1
1


WE RENT
SIGNS
FEDERAL SIGN SYSTEM (ELECTRIC)
UNION PAINLESS
FACTORY
UNION DENTISTS
THE
51
ST PAUL

The first St. Paul Southern Electric Ry. car into St. Paul, #51, on Robert St. between 5th and 6th Streets, 1915. (Wendell Fritz)

Pleasing the Public

ERJ
10-21-1916



Baldwin Truck, Class 75-25-A, for St. Paul Southern Electric Ry.

The public, in these days, are demanding as high-class service on electric interurban lines as on steam railroads.

In order to provide this service, the up-to-date electric interurban has first-class track, and uses rolling stock of the most modern type.

Consider the importance of the trucks in this connection—they must absorb the shocks and jars which are inevitable when running, and hence they are as much of a factor in pleasing or dissatisfying your patrons as any other part of your cars.

The moral is plain—mount your cars on **Baldwin Trucks.**

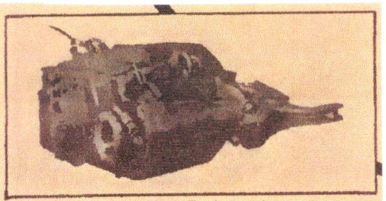
THE BALDWIN LOCOMOTIVE WORKS

Philadelphia, Pa.

REPRESENTED BY

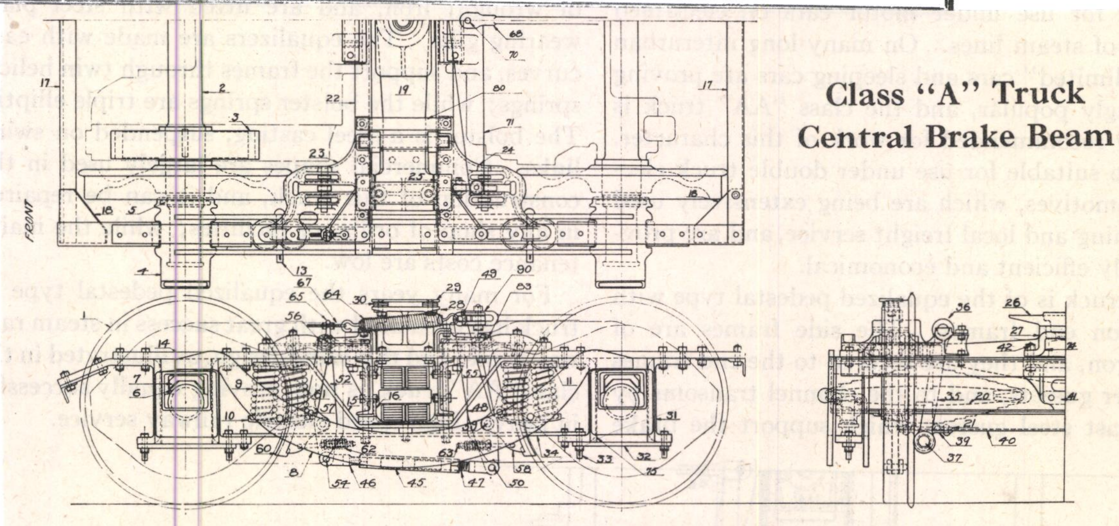
F. W. Weston, 120 Broadway, New York, N. Y.
Charles Riddell, 627 Railway Exchange, Chicago, Ill.
C. H. Peterson, 1210 Boatmen's Bank Building, St. Louis, Mo.

George F. Jones, 407 Travelers Building, Richmond, Va.
A. Wm. Hinger, 722 Spalding Building, Portland, Ore.
Williams, Dimond & Co., 310 Sansome St., San Francisco, Cal.



No. 306 Motor
65 hp.—2700 lbs.

Class "A" Truck Central Brake Beam

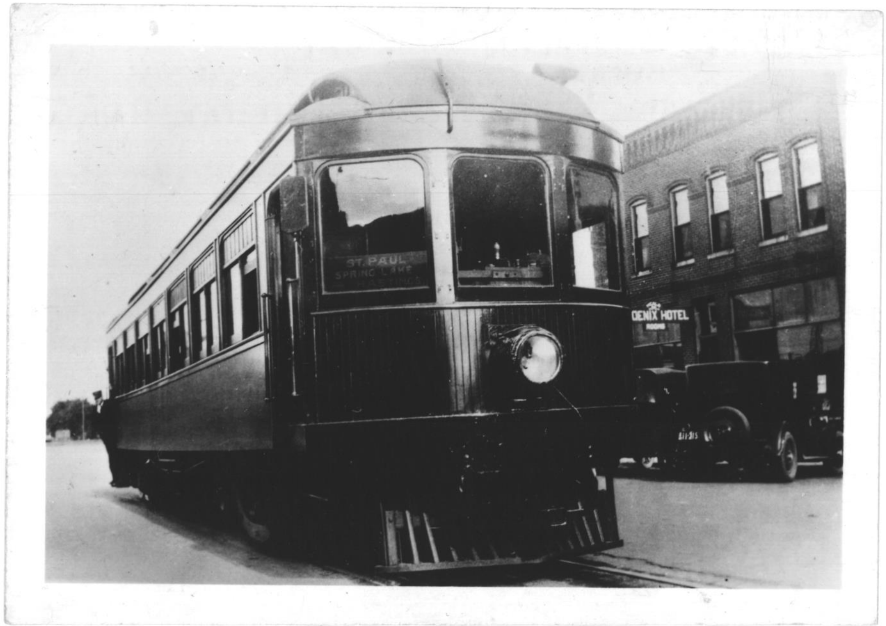


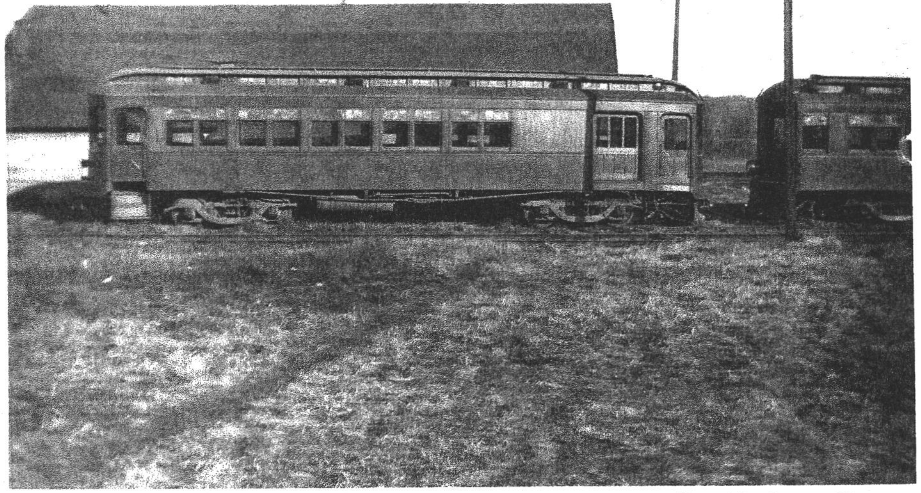
Motor Truck, Class "79-25 A"

General Data on Westinghouse Direct Current Motors

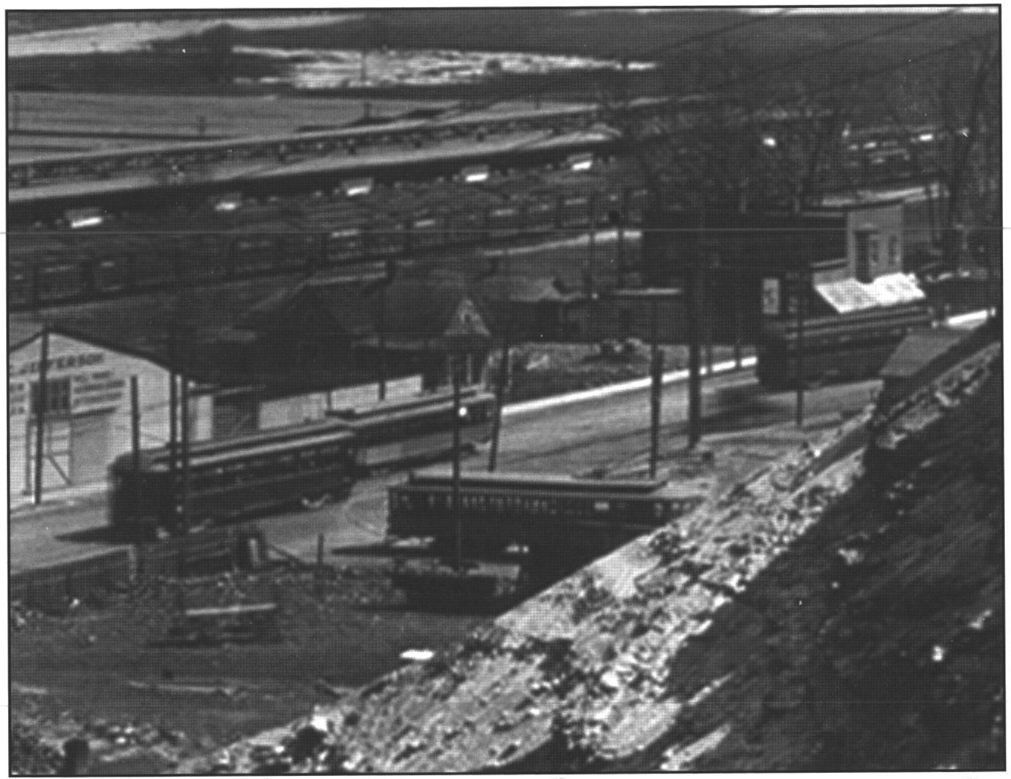
Mfrs. No.	Volts	Nominal 1-hr. rating H.P.	R.P.M.	A.I.E.E. ratings continuous amperes at ½ voltage	¾ voltage	Full voltage	Electrical resistance, ohms	Weight Without gears and gear case	With gears and gear case	Max. axle diam., in.	Min. wheel diam., in.	Rail clearance with min. wheel Motor frame	Gear case	Max. gear ratio	Max. safe arm. speed, R.P.M.	Brushes No. per holder	Size, in.	Commutating pole	Type of ventilation (See Note, p. 256)	Type of frame
12-A	500	36	835	23	20	...	....	1920	2270	4	33	4¾	4 9/16	68/14	2000	1	½ × 2⅜	No	C	Split
38-B	500	45	550	34	31	...	.532	2050	2400	4	33	4⅛	4⅜	68/14	1500	2	½ × 1½	No	C	Split
49	500	35	600	28	25	...	.693	1700	1900	4¼	33	4¾	4⅛	68/14	1500	2	½ × 1½	No	C	Split
56	500	55	500	46	41	...	.327	2700	3000	5	33	4 7/16	4⅛	68/14	1500	2	½ × 2	No	C	Split
68-C	500	40	550	33	30	...	.618	1950	2280	4¾	33	4 13/16	4⅛	68/14	1500	2	½ × 1½	No	C	Split
76	500	75	500	56	46	...	.259	3400	3840	6	33	4	3¾	66/16	1500	2	½ × 2	No	C	Split
92-A	500	35	525	28	25	...	.790	1940	2265	5	33	4⅝	4 3/16	69/15	2000	2	½ × 1½	No	C	Split
93-A2	500	60	510	46	41	...	.380	3000	3440	5½	33	3⅜	3⅝	71/16	1800	2	½ × 2	No	C	Split
101-B2	500	40	520	35	32	...	.585	2395	2780	5	33	4⅛	4	69/15	1900	2	½ × 1¾	No	C	Split
112-B	500	75	650	56	46	...	.216	3035	3485	6	33	3⅜	3 7/16	73/16	1800	2	½ × 2⅜	No	C	Split
121-A	500	85	575	74	67	...	.192	3850	4300	6	33	5¼	3¾	59/16	1600	3	½ × 1¾	No	C	Split
300-B	600	220	610	150	120	...	.085	5815	6380	6½	34	3¾	3¼	64/19	1400	4	⅝ × 2	Yes	C	Box
301	600	175	246	120	105	...	.103	4980	5510	6½	34	4⅛	4⅛	59/18	1500	3	⅝ × 2¼	Yes	C	Box
302	600	140	665	95	80	...	.146	4200	4685	5¼	34¼	5⅞	4⅜	61/16	1600	3	⅝ × 1¾	Yes	C	Box
303-A	600	115	640	70	60	...	.240	3680	4150	6	33	5⅞	3⅜	61/16	1800	2	⅝ × 2¼	Yes	C	Box
304	600	90	740	60	50	...	.259	3140	3550	5½	33	3½	3⅝	71/16	1850	2	⅝ × 1¾	Yes	C	Split
305	600	75	595	58	50	...	.426	3140	3550	5½	33	3½	3⅝	71/16	1850	2	⅝ × 1¾	Yes	C	Split
306	600	60	695	50	44	...	.512	2390	2700	5	33	4⅛	4	69/15	1900	2	⅝ × 1½	Yes	SV	Split
306-CA	600	60	695	50	44	...	.512	2320	2630	5½	33	4⅝	4	69/15	1900	2	⅝ × 1½	Yes	SV	Box
306-C	600	60	695	50	44	...	.512	2390	2700	5½	33	4⅝	4	69/15	1900	2	⅝ × 1½	Yes	SV	Box

POLY-VU
AVERY™

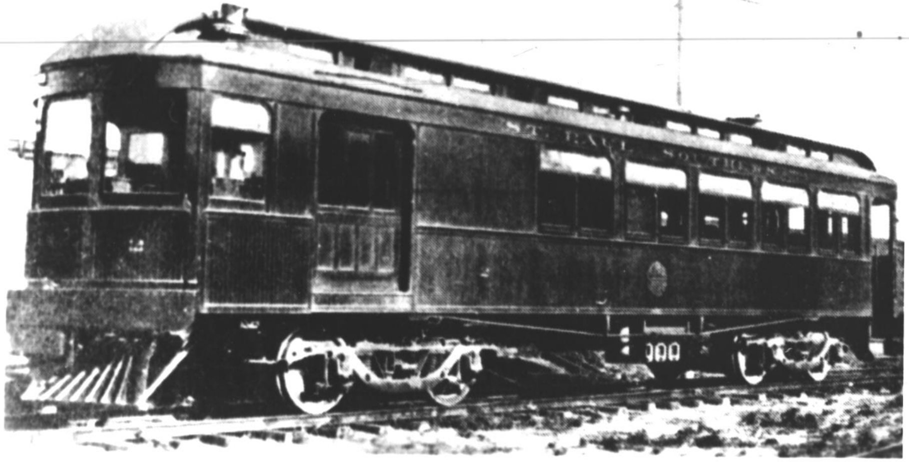

ST. PAUL
SPRING LAKE
HASTINGS
OENIX HOTEL
ROOMS

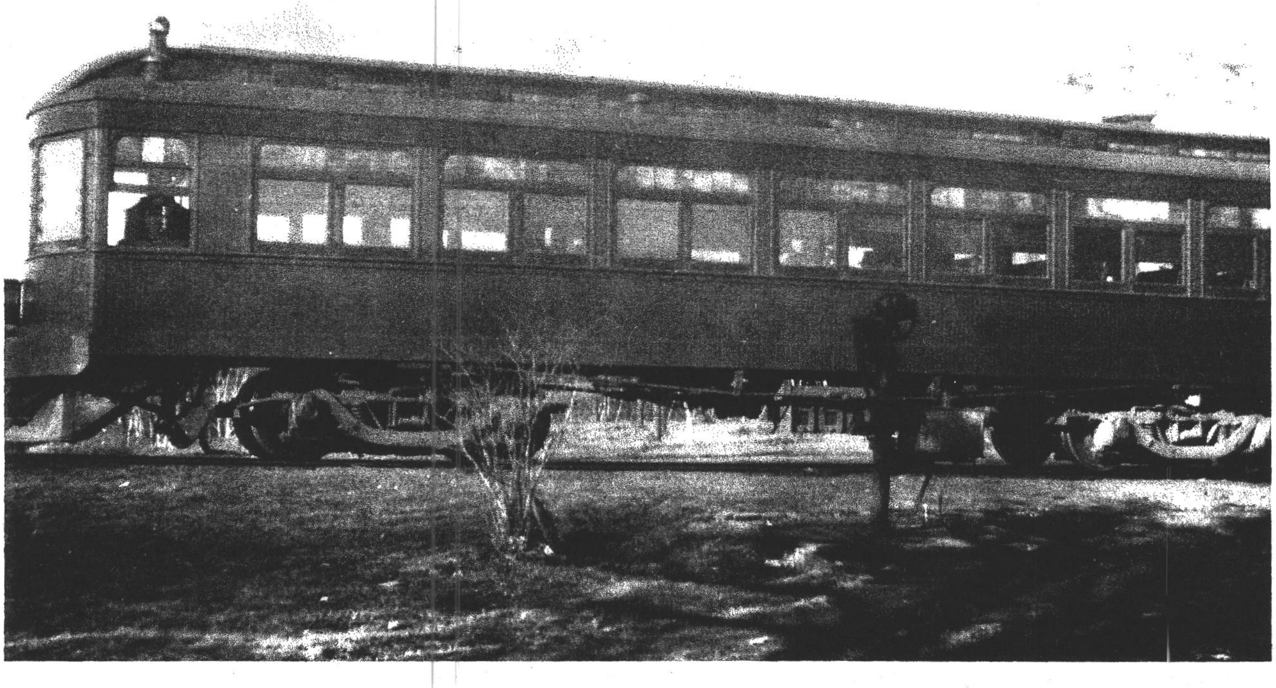


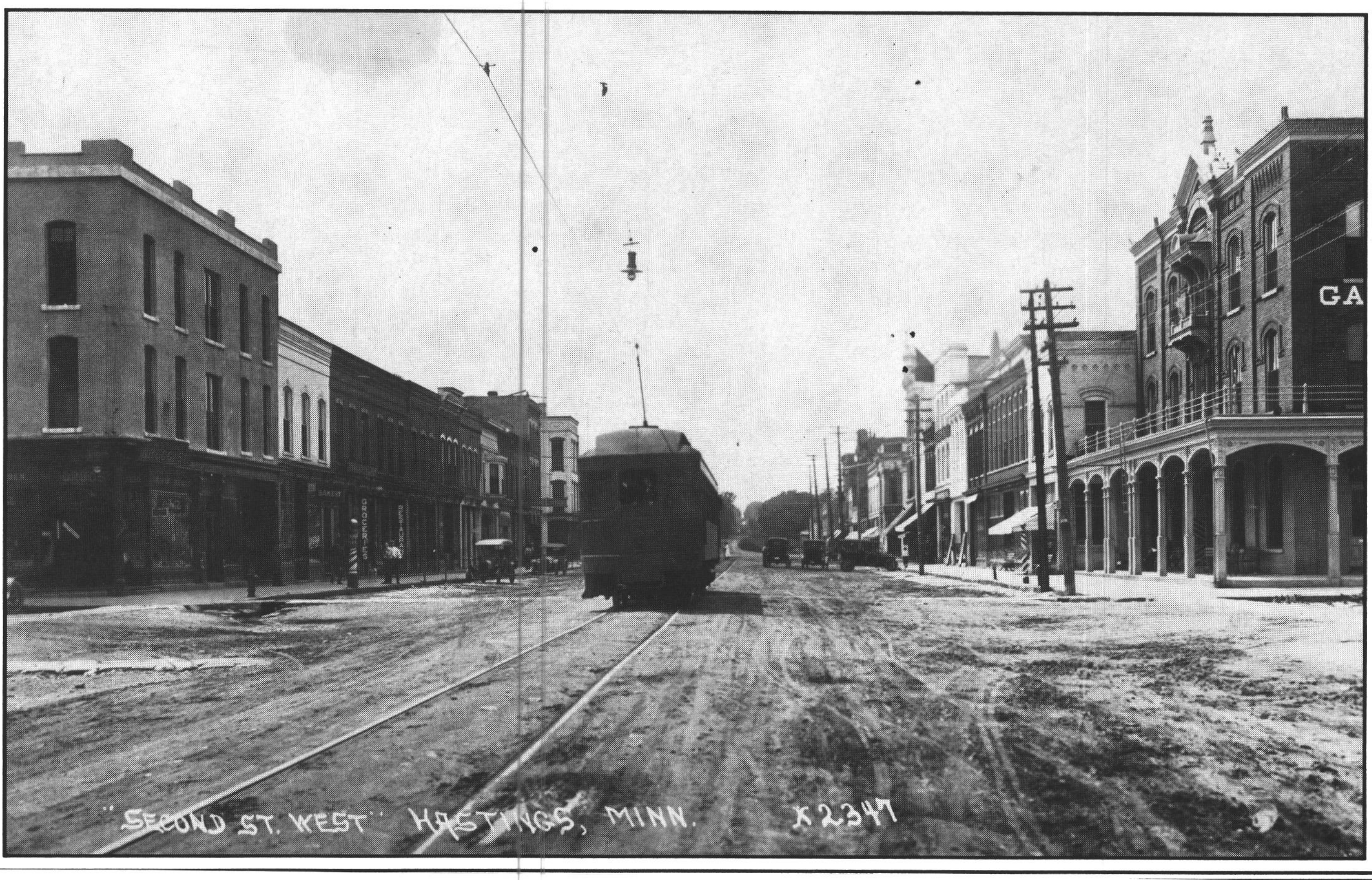
INVER GROVE



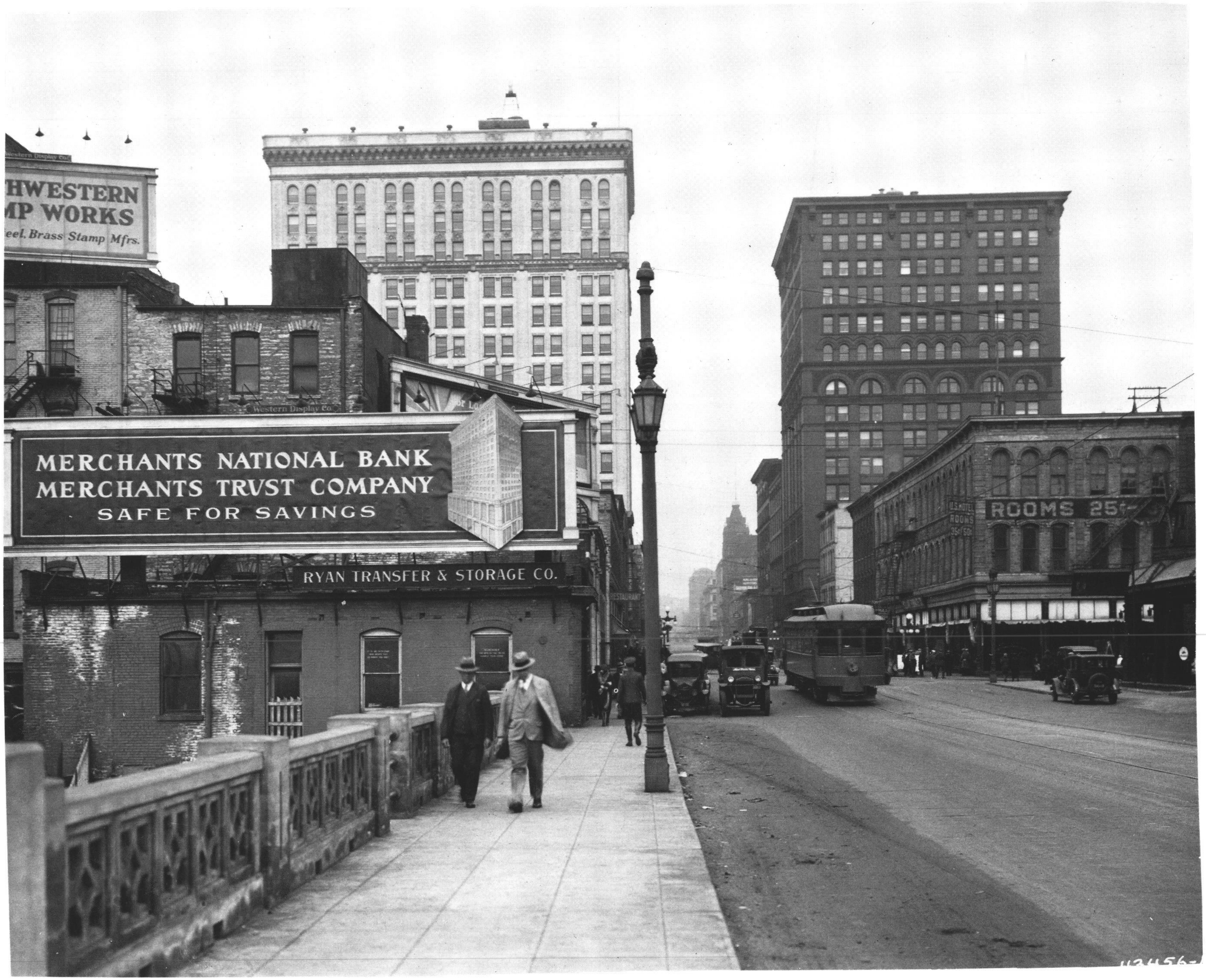
SO ST PAUL MARIE AVE WYE

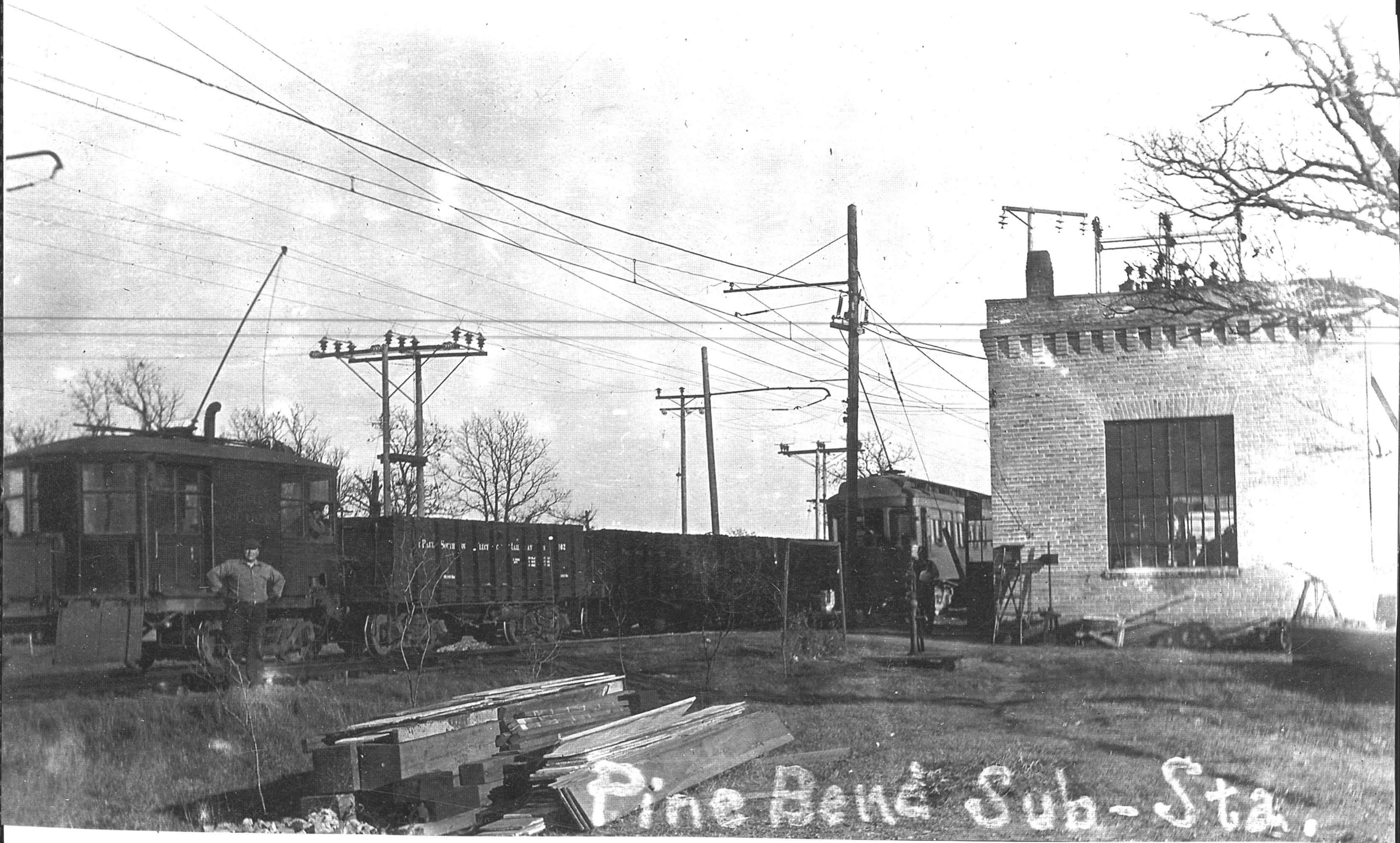

ST. PAUL SOUTHERN



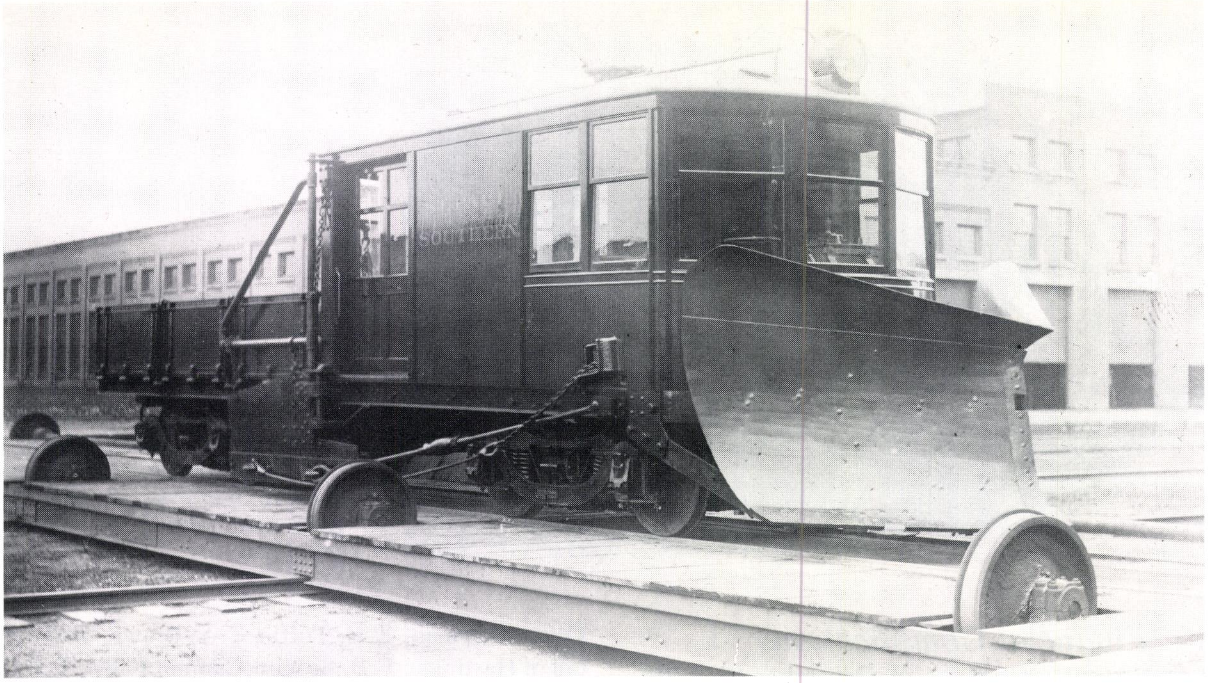

GA
"SECOND ST. WEST" HASTINGS, MINN. K2347

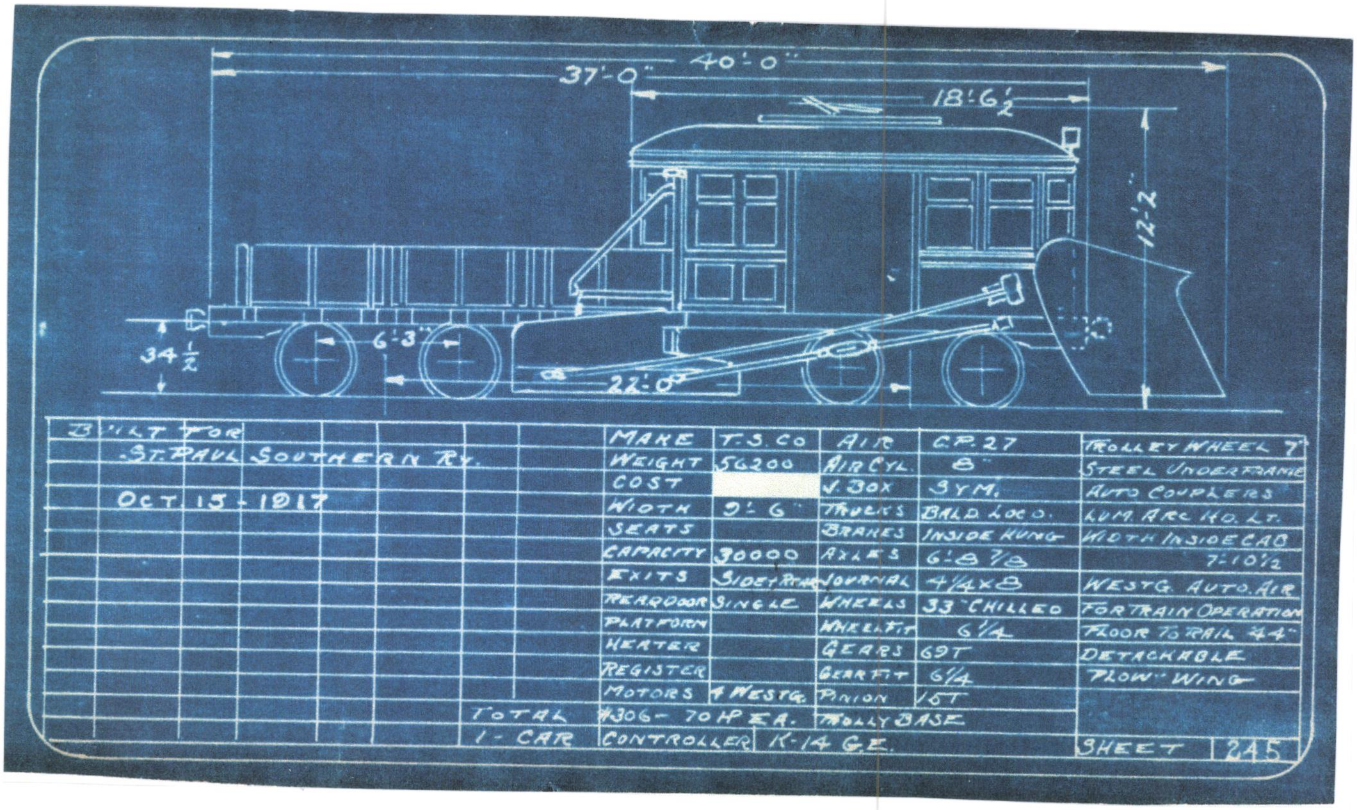
AVERY®c
PV119ED


HWESTERN
MP WORKS
eel. Brass Stamp Mfrs.
Western Display Co.
MERCHANTS NATIONAL BANK
MERCHANTS TRVST COMPANY
SAFE FOR SAVINGS
RYAN TRANSFER & STORAGE CO.
ROOMS 25¢
U.S. HOTEL
ROOMS
42456-



Pine Bend Sub-Sta.

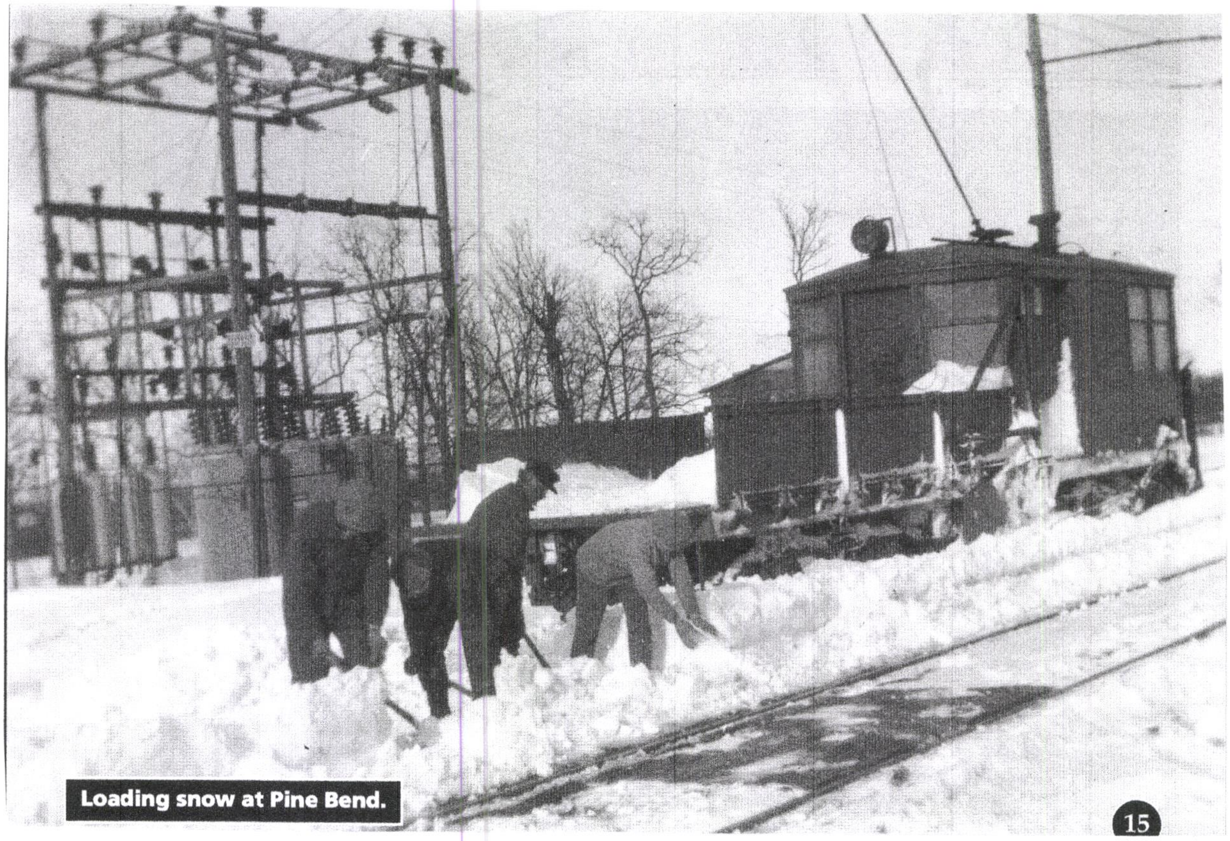




BUILT FOR
ST. PAUL SOUTHERN RY.

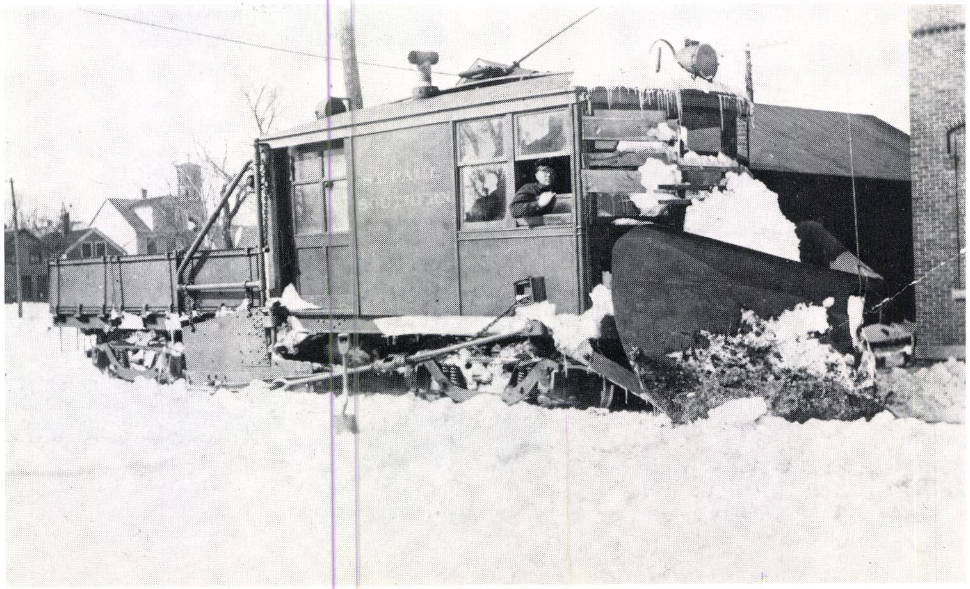
OCT 15-1917

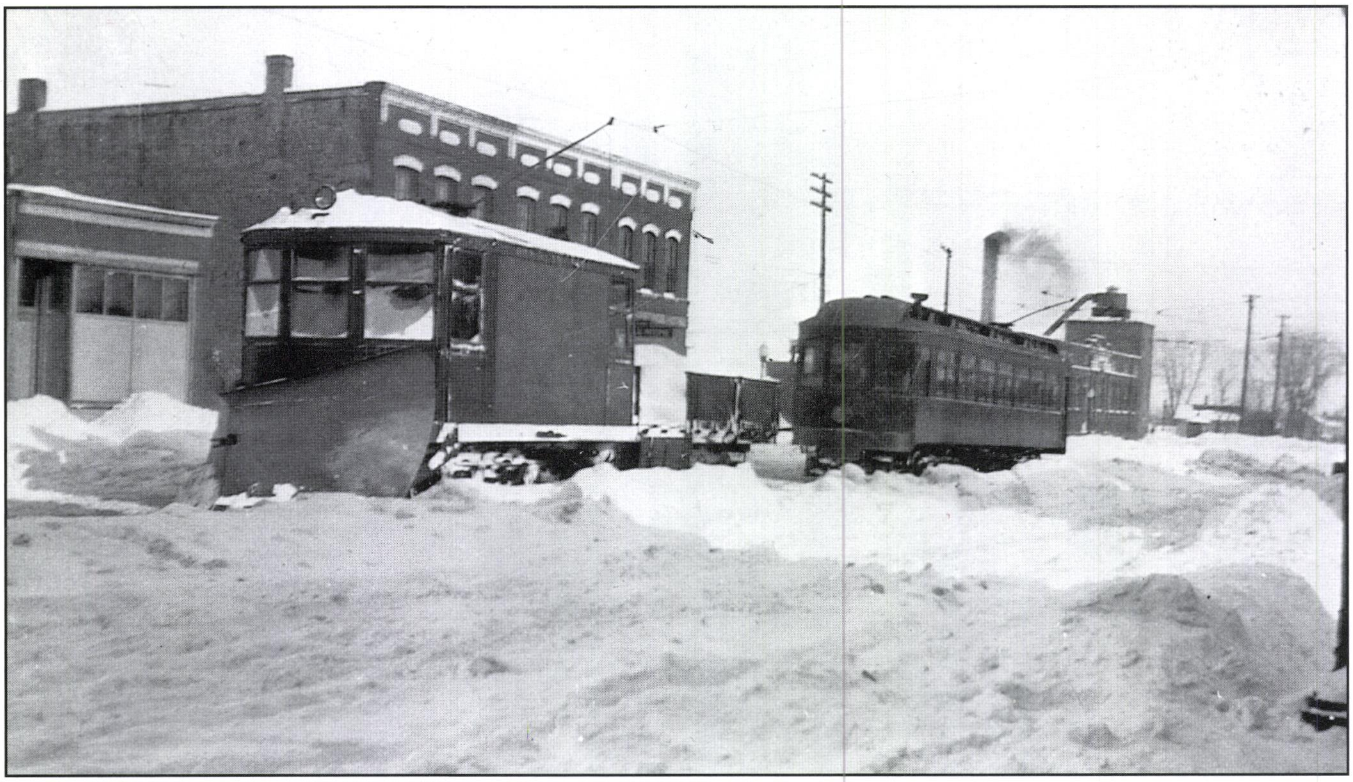
	MAKE	T.S.CO	AIR	C.P. 27	TROLLEY WHEEL 7"
	WEIGHT	56200	AIR CYL.	8"	STEEL UNDERFRAME
	COST	[redacted]	J. BOX	SYM.	AUTO COUPLERS
	WIDTH	9'-6"	TRUCKS	BALD. LOCO.	LUM. ARC HD. LT.
	SEATS		BRAKES	INSIDE HUNG	WIDTH INSIDE CAB
	CAPACITY	30000	AXLES	6'-8 7/8	7'-10½
	EXITS	SIDE & REAR	JOURNAL	4¼x8	WESTG. AUTO. AIR
	REAR DOOR	SINGLE	WHEELS	33" CHILLED	FOR TRAIN OPERATION
	PLATFORM		WHEEL FIT	6¼	FLOOR TO RAIL 44"
	HEATER		GEARS	69T	DETACHABLE
	REGISTER		GEAR FIT	6¼	PLOW-WING
	MOTORS	4 WESTG.	PINION	15T	
TOTAL	#306-70 HP EA.		TROLLY BASE		
1-CAR	CONTROLLER	K-14 G.E.			SHEET 245



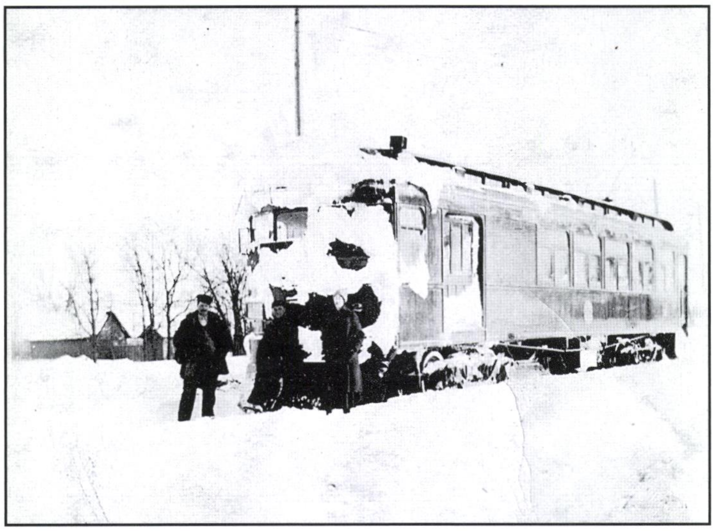
Loading snow at Pine Bend.

Below: This view of the snow plow on the Hastings wye indicates it was necessary to board over the windows on the front end to prevent glass breakage when plowing out deeply drifted cuts. (Joe Hutchinson collection)



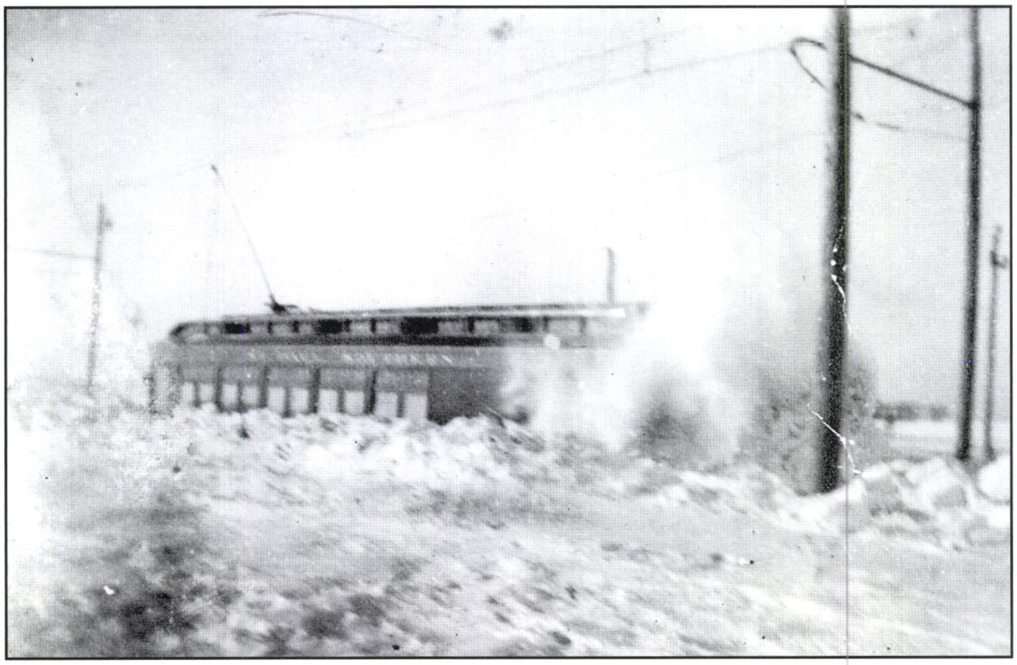


The line's freight motor/snow plow. Built at Snelling Shops in 1917, leads a passenger car down 2nd Street in downtown Hastings.

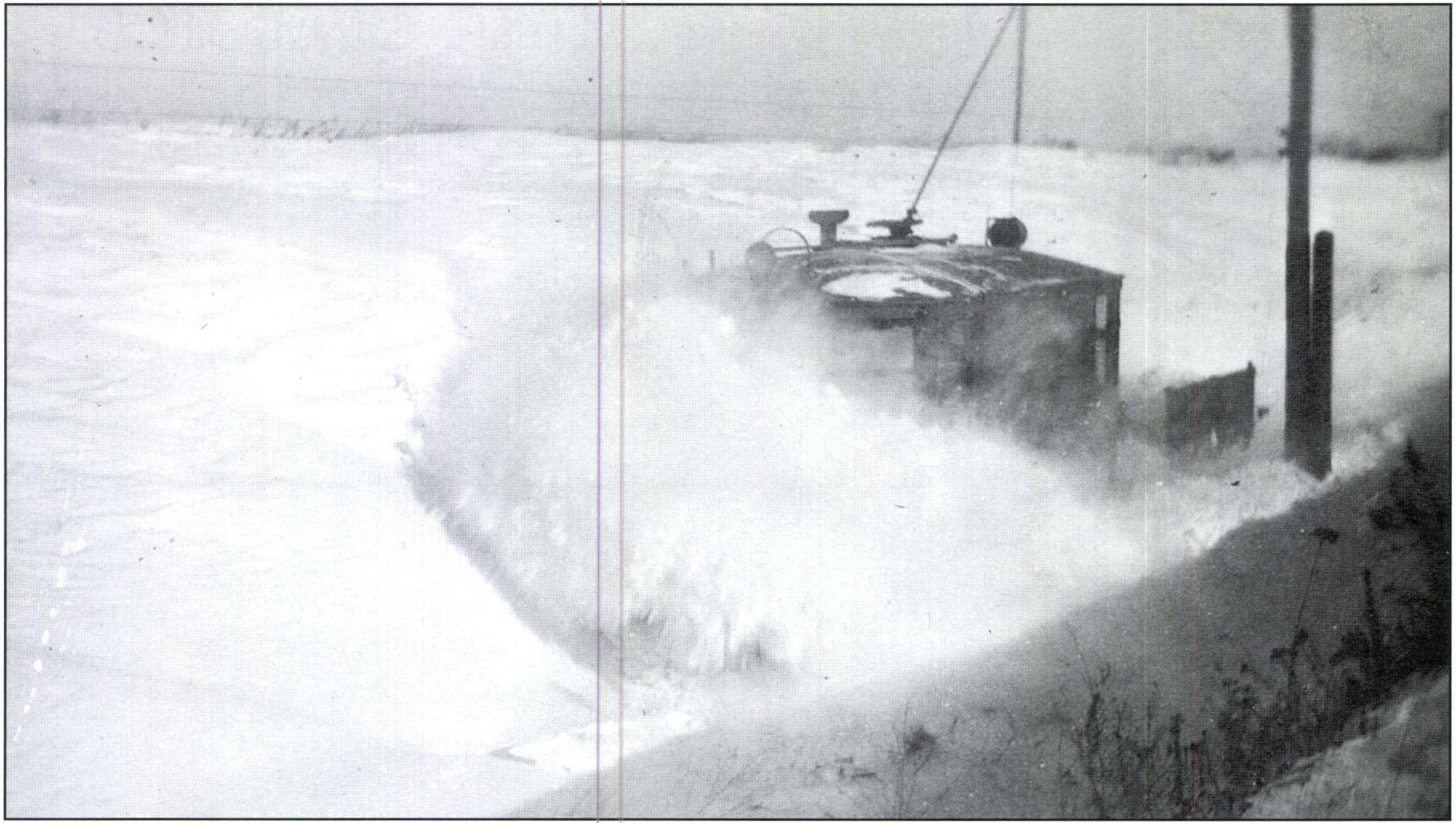


SNOW FIGHTING ON THE ST. PAUL SOUTHERN

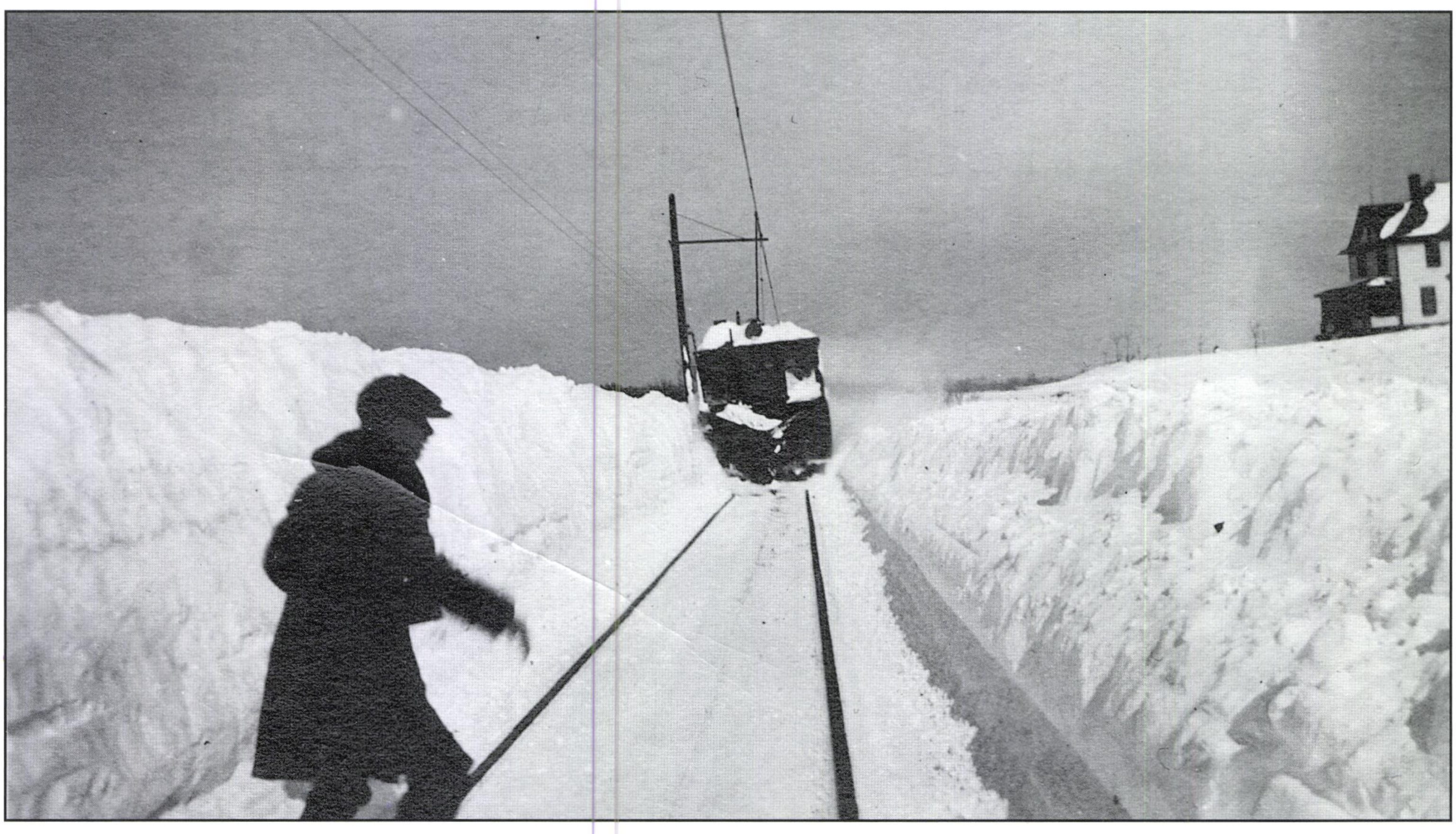
The St. Paul Southern interurban from St. Paul to Hastings via Pine Bend didn't last long. Opened in 1914, it was gone by 1928. During its brief life it was seldom photographed, and the largest group of those are a series of snapshots of snow fighting, mostly in the open country west of Hastings.
All photos MTM collection.



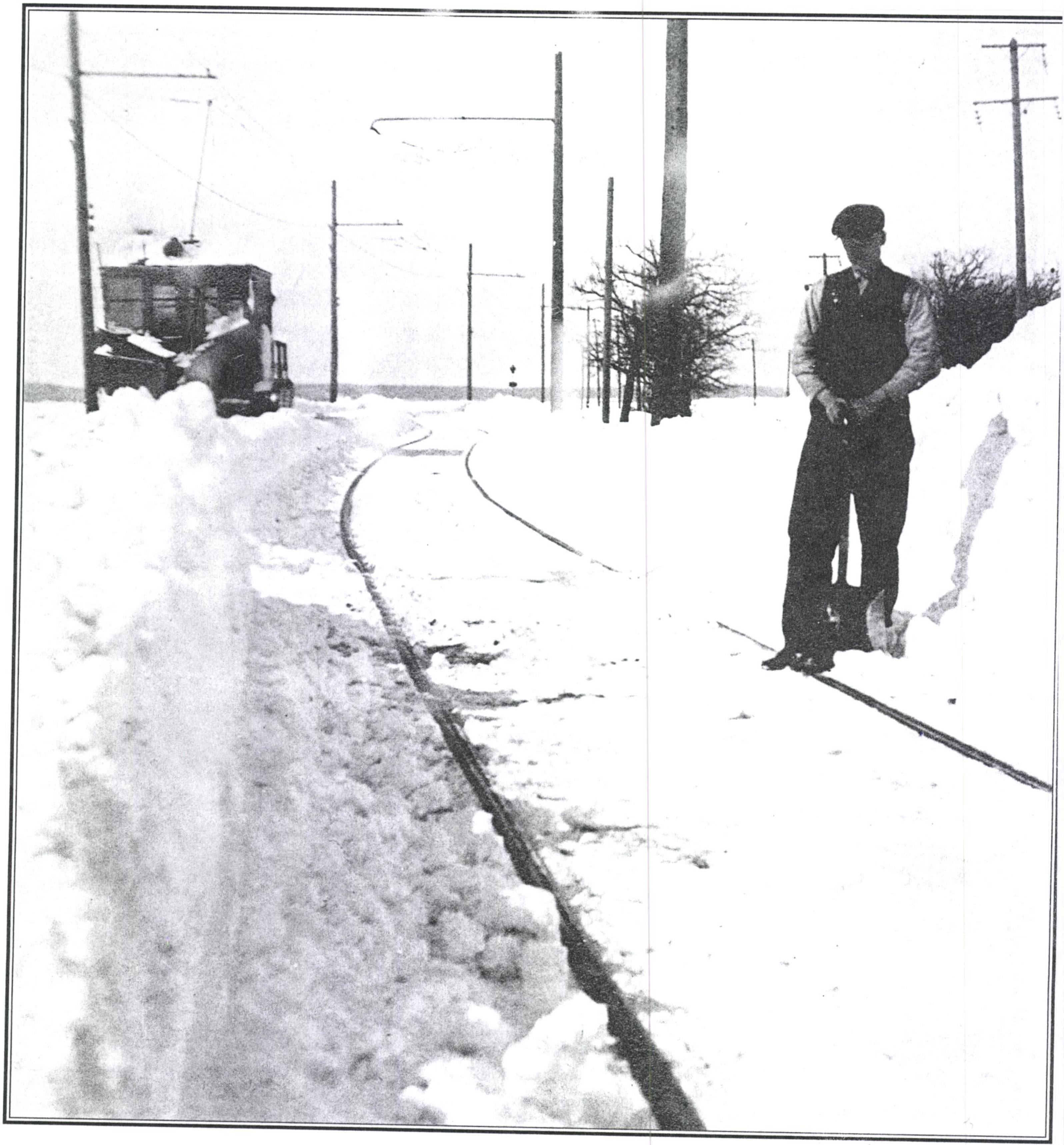
Is this a good idea? Can you imagine repeatedly hitting a six foot-high drift with #1300? Even though the car is equipped with a pilot plow, as shown in the other photo, it was still wood framed and less stout than the line's steel-framed snow plow. Note the boards covering the bottom half of the front windows.



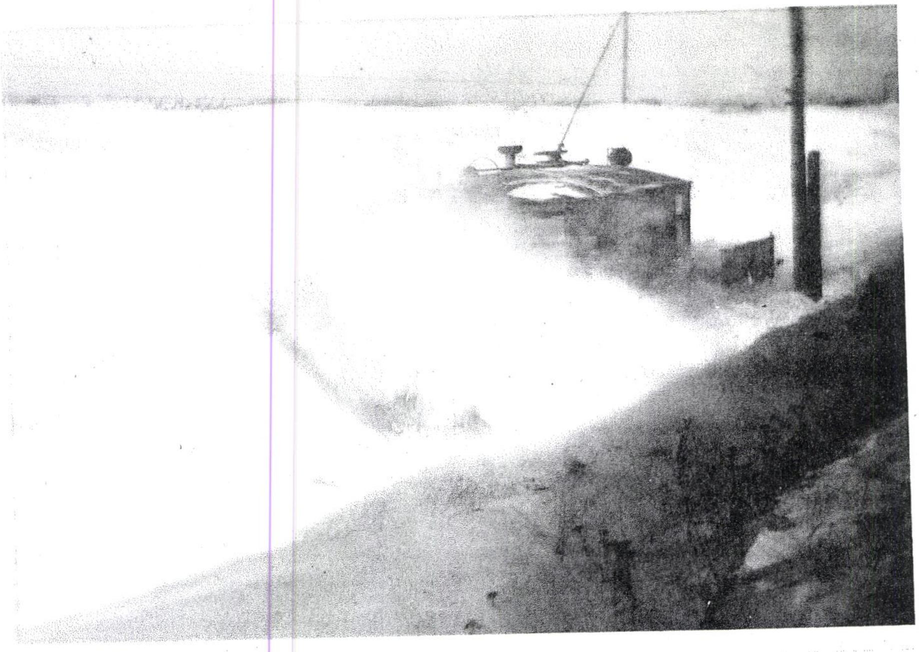
The snow plow battles a blocked cut west of Hastings. When the line was abandoned in 1928, the car went to the Minneapolis, Anoka & Cuyuna Range. It served there until 1948, and finished its career in 1953 on the Valley City & Interurban in North Dakota.

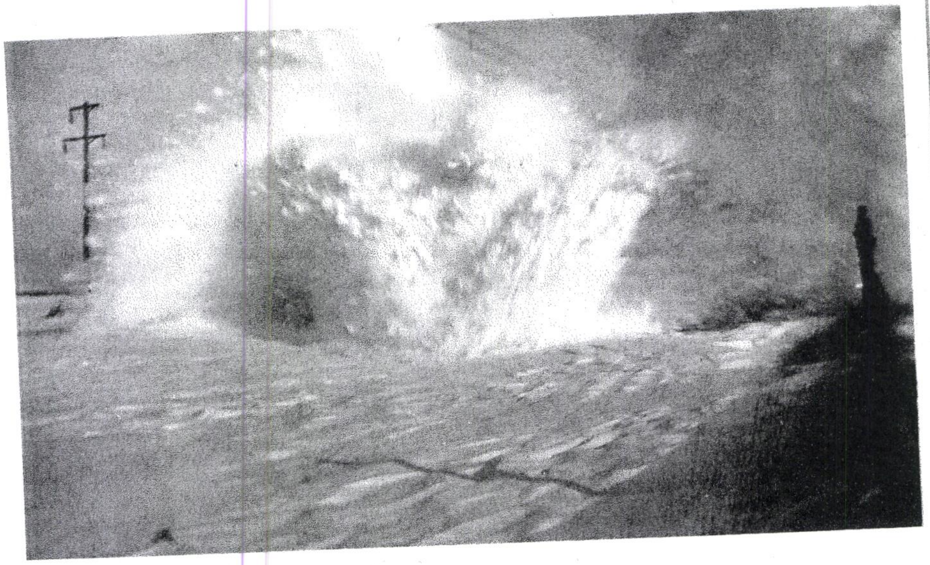


AVERY® PV119

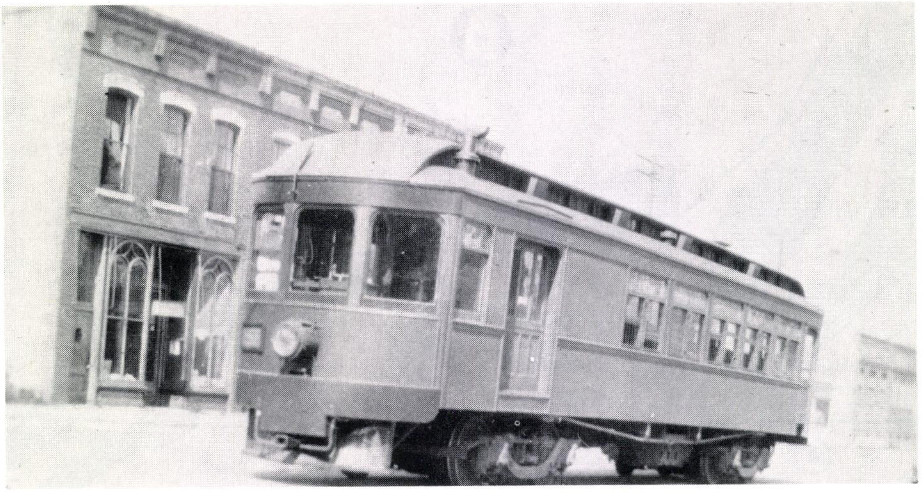


Pine Bend siding

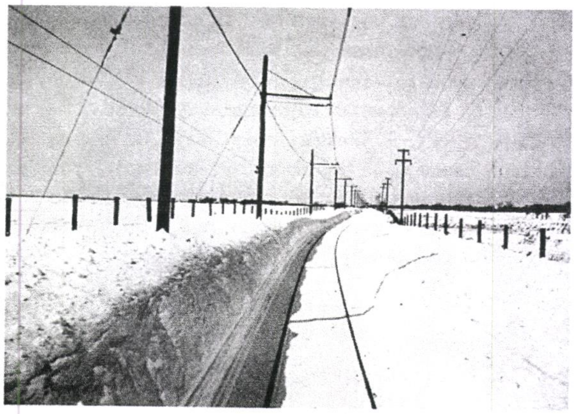




12-9-27

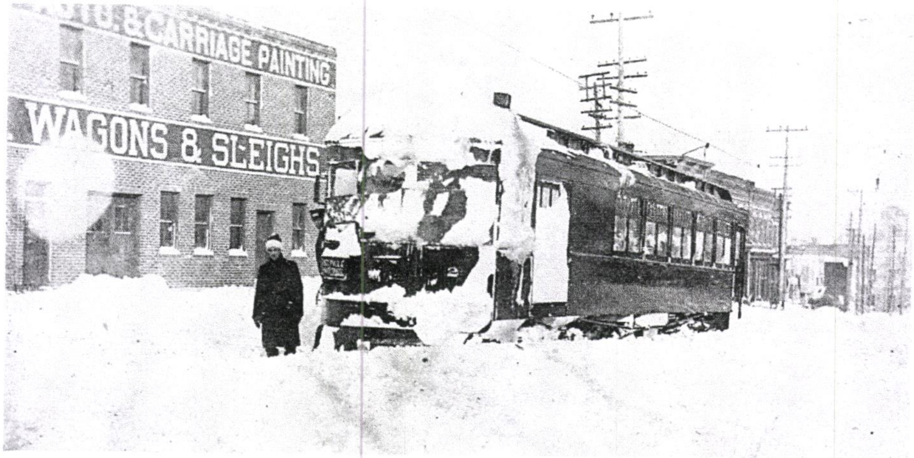


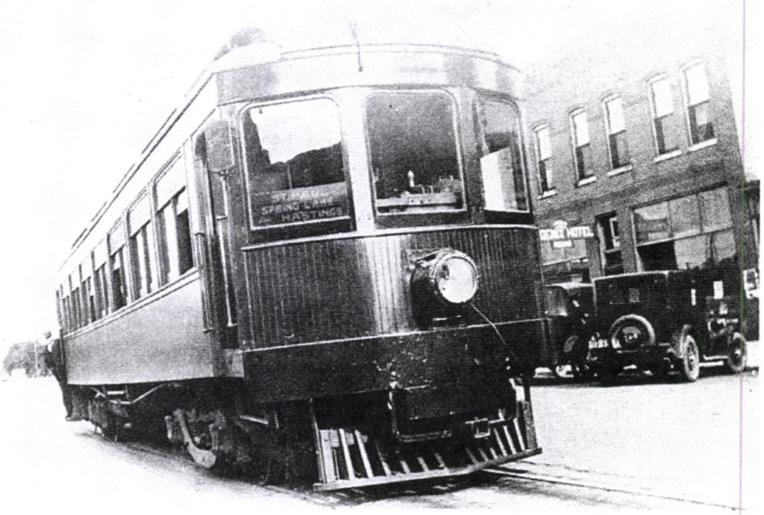
(Robert Schumacher collection)



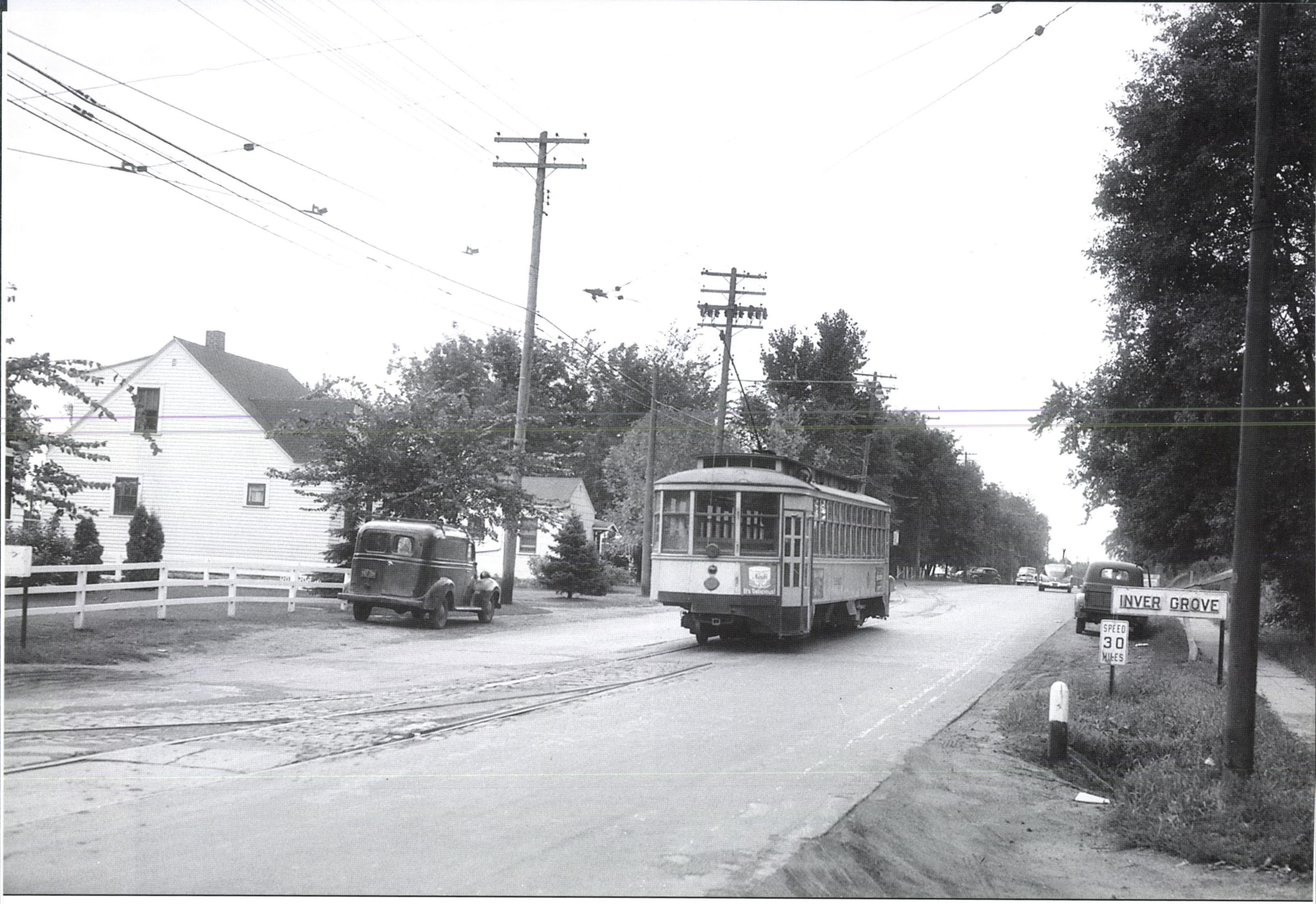
Above: A rare view of the right-of-way between Pine Bend and Hastings, showing the catenary overhead and the snow plowing problem. (Robert Schumacher)

Below: Car 2 arrives in Hastings after a bitter battle with heavy snow. Note the snow plow pilot and the boarded-up windows on the front platform. (Robert Schumacher)


& CARRIAGE PAINTING
WAGONS & SLEIGHS


ST. PAUL
SPRING LAKE
HASTINGS
HOTEL

One of the passenger motor cars nears the end of a run, on 2nd St. in Hastings. On all three cars, in later years, the steps were removed from all except the rear "gate side" door. (Joe Hutchinson collection)



We're looking at the end of the line at Linden Street, the South St. Paul/Inver Grove city line. The car is about to back into the wye at left. Beyond the streetcar, the abandoned former St. Paul Southern interurban heads for the side of the road. Bill Janssen photo.

St. Paul Southern Elect. Ry.
Track Mileage

-1-

	Initials	Date
Prepared By		
Approved By		

© WILSON JONES COMPANY G7504 ColumnWrite ® MADE IN U.S.A.

	1 LF	2 Cumulative	3	4
Concord & Linden Sts	0			
Inver Grove - CGW RR conn.	3788	3788	Connecting track	340 LF
	386	4174		
Inver Grove - Siding	1026	5200	{ wye is at	4436
			{ Carhouse track	261 LF
	9839	15039		
Curve	565	15604		
Curve @ 172+45	1641	17245		
	380	17625		
Curve	736	18361		
Birch Lake Curve @ 191+97	836	19197		
	667	19864		
Curve	376	20240		
	1689	21929		
Curve	394	22323		
	494	22817		
Curve	415	23232		
	1709	24941	CGW Trestle @	24550
Curve	548	25489		
	1372	26861		
Curve	776	27637		
	1633	29270		
Curve	355	29625		
	451	30076		
Curve	484	30560		
	8635	39195	Jog at Highland	36190
Curve	527	39722		
	536	40258		
Pine Bend Siding	557	40815		
	812	41627		
Curve	663	42290		
	12385	54675		
Curve Brown's Crossing	901	55576		
	8075	63651		
Curve	826	64477		
	2916	67393		
Curve Spring Lake	398	67791		
	579	68370		
Curve	215	68585		

continued

AVERY® POLY VU

St. Paul Southern Elect. Ry.
Track Mileage

-2-

	Initials	Date
Prepared By		
Approved By		

© WILSON JONES COMPANY G7504 ColumnWrite ®

MADE IN U.S.A.

	1	2	3	4
	LF	Cumulative		
	8235 Est.	7682?		
Wilson Siding	455 Est.	Est. 77275		
	311	77586		
Curve	348	77934		
	1840	79426		
Curve	346	79772		
	3538	83310		
Curve	109	83419		
Gravel Pit Spur	943	84362	Spur track	200 to 300 LF
Curve @ 844+82	120	84482		
Curve @ 899+30	5448	89930	Hastings ℄ C	84759
Curve @ 909+05	975	90905		
Hastings wye switch	984	91889		
		17.40 miles		